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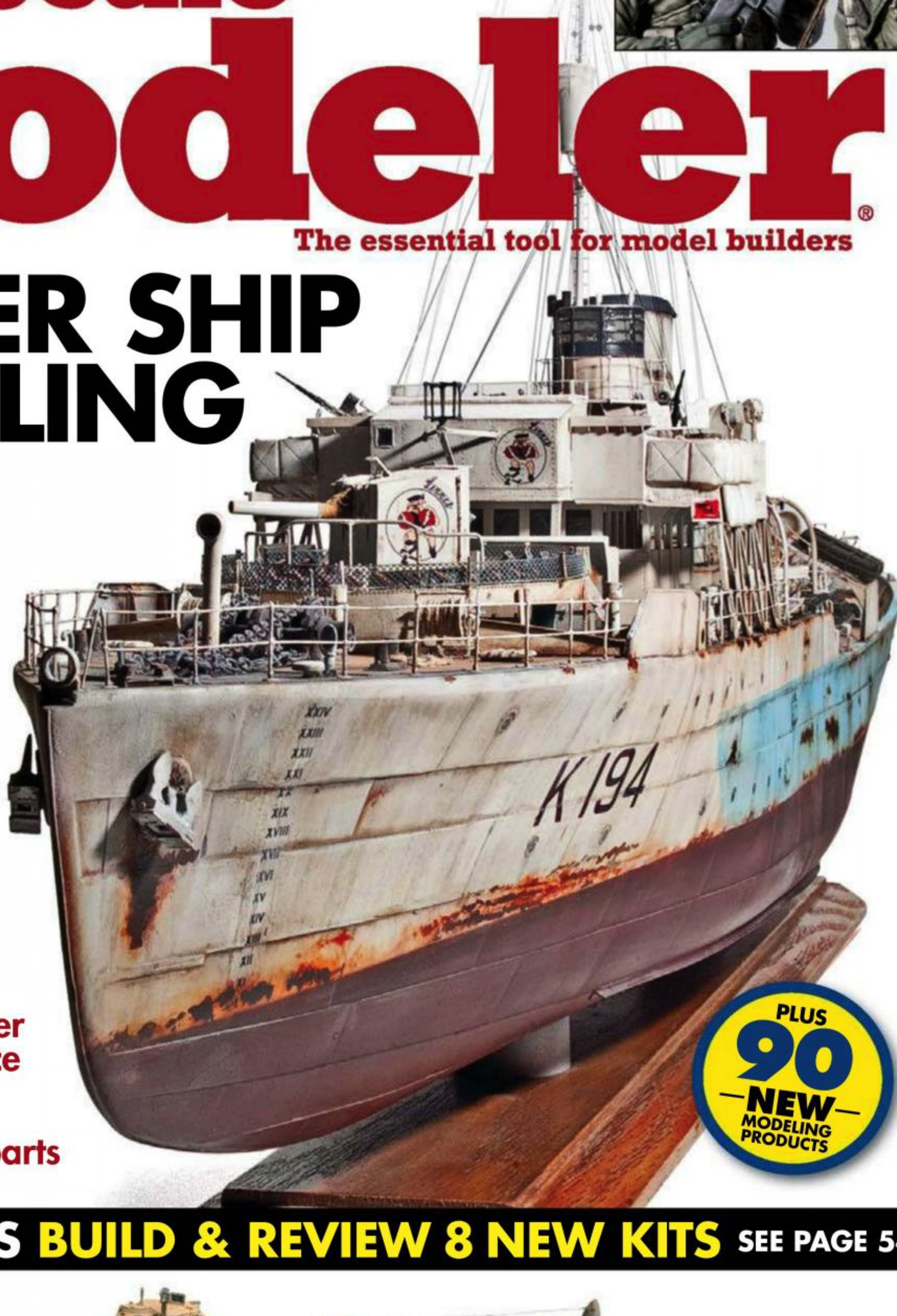

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Kevin Wenker's 1/72 scale Matchbox *Flower*-class Corvette – p.22

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FSM'S EXPERTS BUILD & REVIEW 8 NEW KITS SEE PAGE 54

Vol. 30 • Issue 4

大和
1/350
JAPANESE BATTLESHIP
YAMATO
1/350
PREMIUM
プレミアム
A
B
C
大和
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YAMATO

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At 752mm long and consisting of over 1,500 parts, Tamiya's 1/350 scale model kit is as close as you can get to the actual ship. This model depicts the famous Japanese battleship as she appeared during her final sortie to Okinawa, complete with increased anti-aircraft armament. Features which are not found on previous injection-molded models of the ship, including the turret barbettes and support rollers on the sides of the hull, have been reproduced as well and modelers may choose to assemble the kit as either a full-hull or waterline display model. This high level of accuracy and detail means this kit is not only the pinnacle of ship modeling, but also quite literally Tamiya's new flagship model.

★The massive form of the ship has been accurately reproduced. Precision molding technology has recreated the appearance of weld joins on the hull's surface.

★Display base with photo-etched name plate included.

★Model depicts the ship's final form with increased AA armament. Most 12.7cm DP gun turrets and triple 25mm cannon mounts may be rotated after assembly.

〈Full-Hull Model〉
●Length: 752mm
●Beam: 111mm

〈Waterline Model〉

大和

A Even the turret barbettes and support rollers have been reproduced. Polycaps enable switching of gun barrels to depict two different elevation angles.

B The stern area has been engineered for ease of construction. The hangar door may be assembled in either open or closed position and photo-etched parts precisely reproduce the crane arm and catapult rails. Metal anchor chains and propeller shafts are also included.

C A generous amount of photo-etched parts is supplied.

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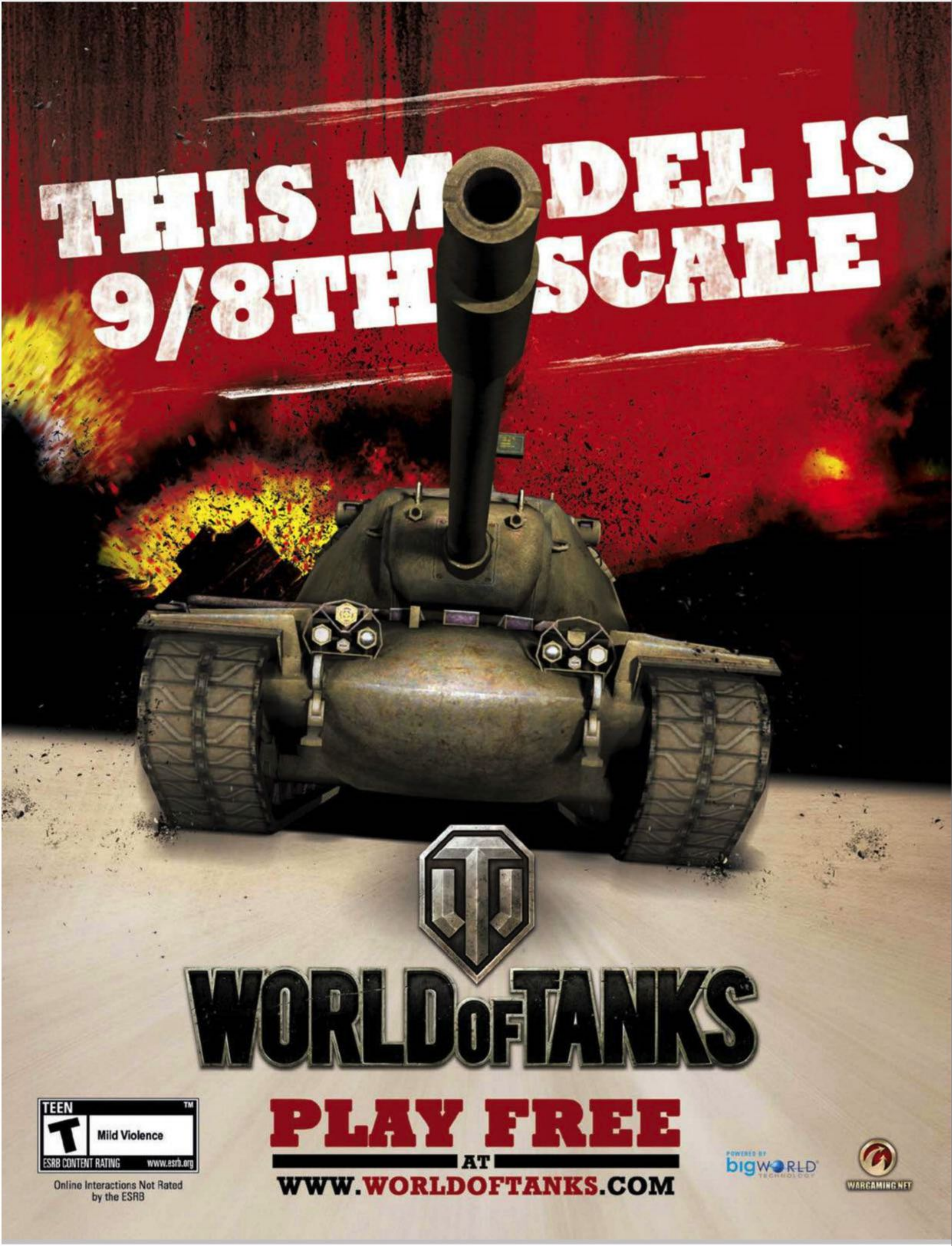
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On the Cover

When Associate Editor Aaron Skinner asked Kevin Wenker about his award-winning 1/72 scale HMCS *Fennel*, he didn't get just an answer — he got a story about shipbuilding that wins trophies.

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Editor's Page

By Matthew Usher

Great tips from a contest winner

WELCOME TO THE April issue. Spring's arrival is especially welcomed by those of us in northern climates. The snow recedes, the days get longer, and we can forget where our hats and gloves are for a few months.

As a modeler, a long winter does have its advantages – when you can't go outside, you end up with plenty of time inside to work on models. As I wander back out into the sunshine every spring, I usually have a good collection of freshly finished projects on the shelf. If the winter is my building season, spring and summer are definitely contest season.

THE MODEL WAS A STANDOUT AND GENERATED PLENTY OF BUZZ AT THE CONTEST

I'm sure I've made this recommendation before, but if you've never attended a model contest or show, make a point to do so. Even if you don't enter the competition, I guarantee you'll have a great time. You'll have the opportunity to meet other modelers and to admire their best work.

That was definitely the experience Aaron Skinner and I had last summer at the IPMS/USA national convention in Omaha, Neb. That's where we met Kevin Wenker, the talented modeler who built the 1/72 scale *Flower*-class Corvette on this issue's cover. Even among top-level competition, the fantastically detailed model was a clear standout and generated plenty of buzz in the contest room. I doubt many people were surprised when it claimed the best ship and Popular People's Choice honors at the awards ceremony.

We're glad to be able to showcase Kevin's work in this issue, and we're especially happy to help him share his long list of helpful modeling tips. They were the keys that transformed a vintage Matchbox kit into a show winner, so I'm sure you'll find them useful, no matter what you build.

Enjoy the issue!

MATTHEW USHER

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GENERAL

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Got a modeling problem? Our Questions & Answers column is here to help. Mail questions to "Q&A" (address at left), e-mail questions@finescale.com, or visit FineScale.com and click on "Contact Us." (For scale modeling basics, visit our website and look through our "How To" article archives.) We are not able to conduct lengthy research, such as answering questions on markings and unit histories. We publish letters of general interest in the magazine; however, mail volume and space limitations prevent us from printing every question. Please include your name, town, state, and a daytime phone number.

READER TIPS

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Scale Talk

Your voice in *FSM*

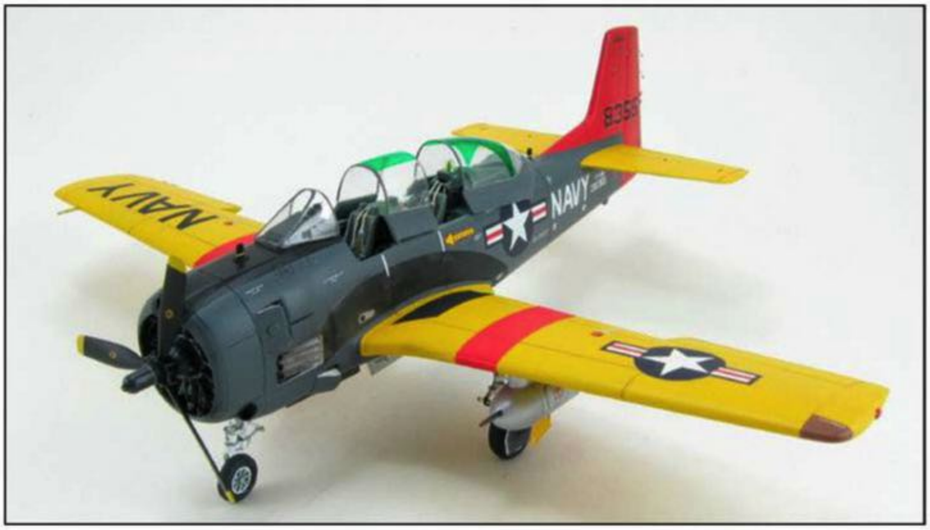
T-28 history and praise

My father worked at North American Aviation for 20-plus years in the design area. While researching planes he might have worked on there, I came across the T-28 Trojan, a unique aircraft.

The Trojan came in four basic models over the years. The twin-blade prop and date Mr. Cuden references in his article tells me this kit was for the early X or A model Trojan. So does the lack of the air brake. The engine cowling in Figure 6 of the story also shows it is an early model.

The B, C, and D models all had more-powerful engines, different engine cowlings, and an air brake. The C model also had a strengthened fuselage and wings, a shorter prop, and a tail hook for carrier landings. The D model was manufactured as a counter-insurgency aircraft for use in Vietnam and had six underwing hard points.

Of the original 489 B models the Navy received, starting in 1954, six were used as drone controllers like Mr. Cuden's model. They carried the designation "BD" and were used at the Navy Missile Test Center, Point Mugu, Calif., in 1954–55. The Armored T-28 Research Aircraft was also used in project "Thunderstorm."



Frank Cuden's superdetailed T-28 Trojan was featured in the February 2012 issue of *FSM*.

I like the prodigious amount of add-ons, from the newer engine to the gun pods and the flaps. The new cockpit and body corrections also show what it takes to make a top-notch model.
– Steve Koziatek
Elkhart, Ind.

Let us know what you think!
E-mail your comments, suggestions, corrections, and additional views on *FSM* to editor@FineScale.com, or visit FineScale.com/Contribute. You can also mail typed or hand-printed letters to the address on Page 6.

More on natural-metal finishes

First, I want to congratulate Aaron Skinner on the great job he did on the article, "Making the most of metallics for a MiG" (January 2012). It was very informative and really showed the steps necessary to get a great finish.

I agree that the Model Master Metalizer can be prone to lifting if the surface is not properly prepared and if you don't seal it before putting the tape down. I have used the product extensively, masking "aztec" schemes on the Polar Lights "Star Trek" *Enterprise* NX-01 and other projects without incident. Just like using Alclad II, the secret is all in the preparation: a good clean surface; a coat of primer to give it something to bite into; lay down the product; then hit it with a coat of sealer.
– John R. Ross
Brooklyn Park, Minn.

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Scale Talk

Never too many kits to build

Not sure how many times I've read letters to the editor about modelers who have way more kits than they will ever build. I understand the pull of those purchases. Many years ago, I came up with a method for avoiding that. My hard-and-fast rule is to always and only buy one kit ahead of the one I'm building. Yes, it takes discipline to adhere to that, but it also creates a couple of great incentives. First, I am motivated to finish the kit I've started, because I am so anxious to tear into the one that beckons at the corner of my workbench. Second, once I finish the one at hand, I get the delicious thrill of knowing I can go shopping to replace the kit I just moved from the corner of the workbench to the center.

Well, yes, there's another reason: I'm 73 years old and have enjoyed modeling for at least 65 of those years.

– Terry Trautman
Columbus, Ind.

Nice hands

I've been a loyal reader since your first issue. There's always a good balance of material and fantastic photography. Lately, the "hand model" addition to your workbench reviews is a welcome one. As we older modelers stuff display cases already bursting at the seams, it's helpful to have a reference to know how large the assembled model is.

Thanks for the great magazine!

– Jeff Daniel
Loveland, Colo.

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Airbrushing and weathering an AD-4B Skyraider FSM+
See more images of Danny Lauderdale's expertly painted and weathered Skyraider in this exclusive gallery of photos we didn't have room for in the January 2012 issue.

Desktop wallpaper
Download an image of Chris Ludwick's 1/35 scale Tiger I.

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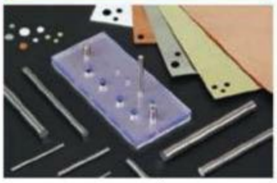

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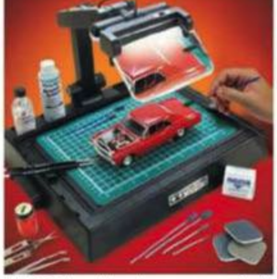

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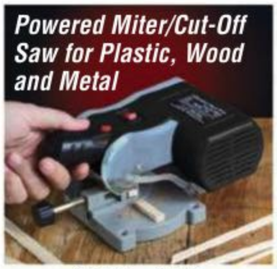

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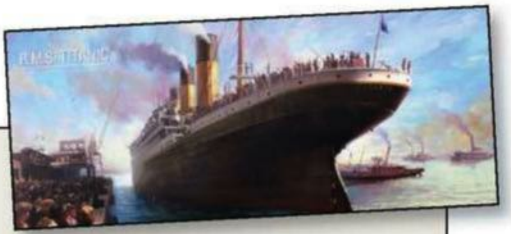
Spotlight

Compiled by Aaron Skinner



Academy upgrades *Titanic* for centennial

It's hard to miss the fact that April marks the 100th anniversary of RMS *Titanic*'s first and final voyage. The supposedly unsinkable luxury liner struck an iceberg in the North Atlantic on April 14, 1912, and went to the bottom, claiming more than 1,500 lives and capturing public imagination through stories and movies.

The legendary ship has always been of interest to modelers and there have been many kits over the years. But it would be hard to surpass Academy's 1/400 scale offering — except by improving Academy's kit, which is exactly what Academy has done.

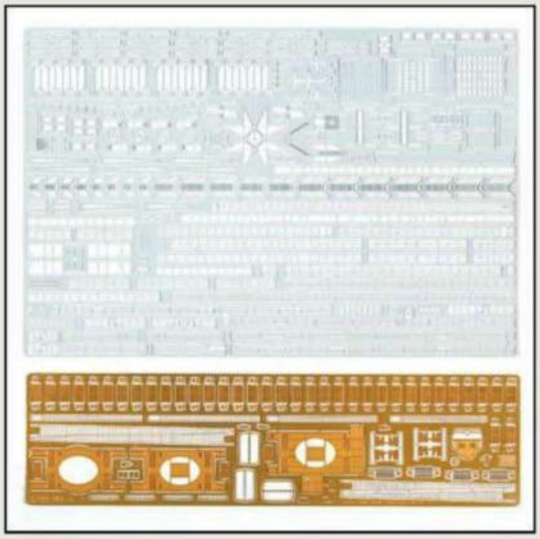
Far from a simple re-release with new box art, Academy's centennial anniversary edition of the kit (No. 14202) is bolstered by self-adhesive wooden decks, a turned-metal jackstaff, chain, and a wealth of photoetched-metal details, including ladders, railings, funnel caps, cranes, fixtures, even benches. Two color instruction sheets provide detailed directions for folding and placing the new parts. The kit also includes a set of gold-printed dry-transfers for the ship's name on the bow and stern. There's even a 150-piece jigsaw puzzle.

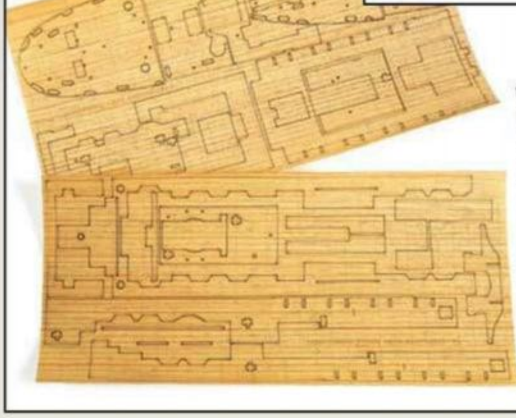
The rest of the parts are Academy's 12-year-old *Titanic* kit, molded in black, white, clear, yellow, and brass-plated plastic. The hull is an impressive single piece more than 2' long.

Distributed in the United States by Model Rectifier Corporation, 732-225-2100, www.modelrec.com, the centenary edition *Titanic* costs $199.99.

R.M.S. TITANIC

R.M.S. TITANIC





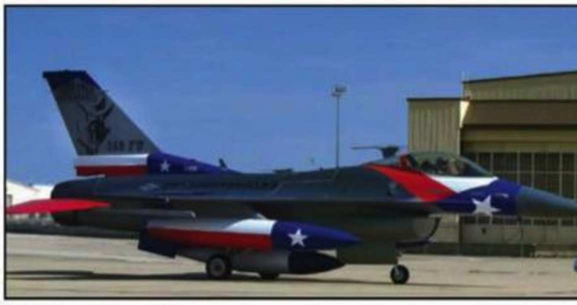
R.M.S. TITANIC
150
ACADEMY

Lone stars for a Falcon

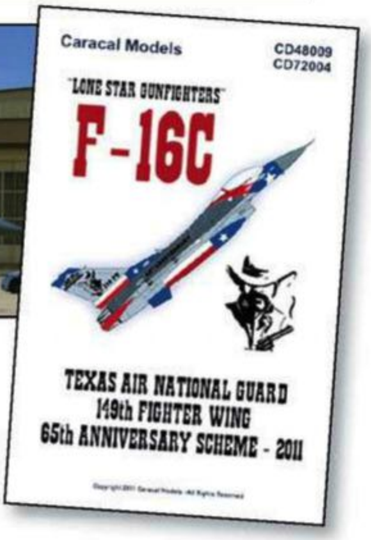
Caracal Models has released some interesting decals over the last couple of years, including sheets to mark S-2 Trackers, F-100s, and Reaper UAV, so I always look forward to the Texan company's packages from Austin. The latest is a nice sheet for a great-looking airplane — decals to mark an F-16 in the 65th anniversary scheme of the Texas Air National Guard's 149th Fighter Wing. It's a sharp looking aircraft with a gunslinger on the tail and Texas flags on the nose, drop tanks, and fin-root fairing.

Printed by Microscale, the decals are crisply executed with good, precise registration.

The sheet is available in 1/48 (No. 48009, $9.99) and 1/72 scales (No. 72004, $7.99) from Caracal Models, www.caracalmodels.com.



Air National Guard photo



Newly tooled Zero arrives from Airfix

British mainstay Airfix continues to replace its old 1/72 scale kits. The latest subject is the A6M2b Zero (No. A01005).

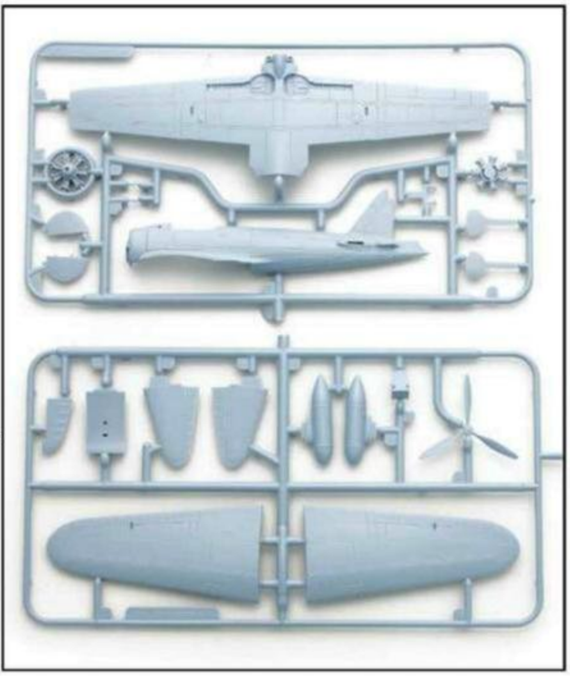
AIRFIX
1:72 MITSUBISHI A6M2b ZERO

A far cry from the old-time 27-part molding with raised panel lines, this new kit has crisp, recessed lines. A well-appointed cockpit features side wall detail, a separate seat, instrument panel with decal details, a control stick, and a floor with rudder pedals, side console, and throttle quadrant. There is also detail molded into the landing gear bays, and two rows of engine cylinders with cooling vanes, crankcase detail, and pushrods molded on.

Options include landing gear up or down, a seated pilot, and folded wingtips. The canopy is molded closed.

Cartograf-printed decals mark a single green-over-gray aircraft (curiously called option B on the decal sheet) of the 201st Kokuta, at Tobera airfield, Keravat, East New Britain, New Guinea, in 1944.

Airfix's new Japanese fighter is imported by Humbrol America, 877-358-6405, www.airfix-usa.com, and costs $6.99. This model makes a perfect companion for Airfix's recent Curtiss P-40B (see review on Page 56). Apparently, that combination occurred to Airfix as well — it has packaged both kits together in a "Dogfight Double" kit with acrylic paint, brushes, and glue (No. A50127, $32.99). The Zero is also available as a starter set with acrylic paint, brushes, and glue (No. A55102, $12.99).



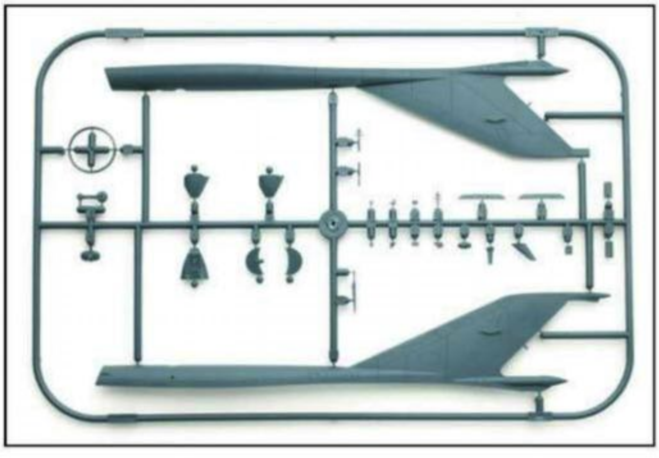
More MiG magic from Eduard

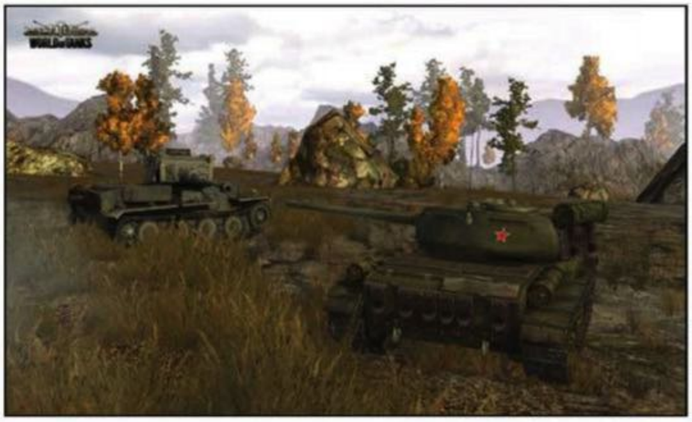
MiG-21BIS
ProfiPACK
eduard

Eduard continues to release members of the Fishbed family — the latest is the 1/48 scale MiG-21bis (kit No. 8232), the ultimate version of the Cold War fighter. The MiG-21bis continues to serve air forces around the world.

The kit features a newly tooled tail, dorsal hump, and intake ring, as well as other details. In keeping with its other releases, the kit features colorful marking options for five aircraft: a three-color camouflaged Finnish fighter; a natural-metal Polish Navy aircraft with art that includes eyes; a Hungarian air force MiG in dark green and brown; a natural-metal Indian air force aggressor with red and black stripes across the spine; and a four-color camouflage Croatian aircraft.

The MiG-21bis is available from www.eduard.com for $59.95.





Fun cyberspace tank battles

If you enjoy computer games, you owe it to yourself to give *World of Tanks* a whirl (www.worldoftanks.com). Focused on armored warfare in World War II, the game puts you in command of your choice of tank to join massive online battles against other players from around the world.

Taking part in battles provides experience as well as credits you can spend to research modules or upgrades for your tank, eventually leading you to better and stronger tanks. As a modeler, I found this aspect of the game especially interesting.

WORLD OF TANKS

Progressing through the upgrades is a lesson in tank development during one of the most innovative periods in armor history. Tech trees include experimental vehicles.

Basic play is free, but you can buy gold to exchange for in-game credits or to unlock special vehicles.

World of Tanks will play on a PC, but not on a Mac.

New Products

Compiled by Monica Freitag

AIRCRAFT

1/32 DETAIL SETS

J2M3 Raiden landing gear (for Hasegawa), No. 32058, $14.95. From Scale Aircraft Conversions.

P-51 landing gear (for Trumpeter), No. 32059, $21.95. Includes corrected wheels, wheel doors and main gear hydraulic lines. From Scale Aircraft Conversions.

1/32 DECAL SETS

AIRFRAME DECALS
Big
UK AIR ARM UPDATE
HARRIER RETIREMENT
AF-218

Harrier retirement scheme, No. AF-218 $38. Also available in 1/48 $24.50 and 1/72 $20. From The Aviation Workshop Publications Ltd.

1/48 SCALE KITS

RODEN
Beechcraft D17S Staggerwing

Beechcraft D17S Staggerwing, No. 446, $52.99. High speed passenger aircraft. From Roden.

MiG-21BIS
ProfiPACK
1:48
eduard

MiG-21bis, No. 8232, $42. ProfiPack. From Eduard and Associates.

AFV CLUB
AR48S02

Chile & Morocco F-5E Tiger, No. AR 48S02. Contact your local dealer for price information. From AFV Club, available from Merit International.

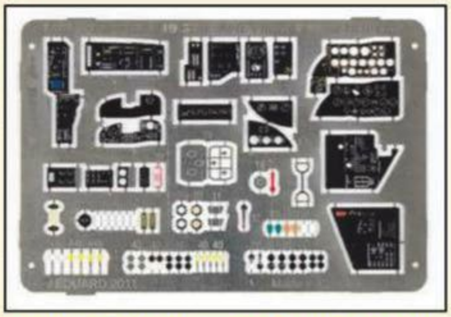
TAMIYA
DEWOITINE D.520 "FRENCH ACES" w/ STAFF CAR

Dewoitine D.520 "French Aces" with staff car, No. 61109, $55. Aircraft series. Three figures and three types of markings included. From Tamiya America, Inc.

Lockheed PV-1 Ventura
1:48
Revell
1 PLASTIC KIT / 1 KIT EN PLASTIQUE / 1 KIT PLASTICO

Lockheed PV-1 Ventura, No. 85-5531, $32.95. U.S. and Canadian decals. Look for a detailed review in an upcoming issue of *FSM*. From Revell.

1/48 DETAIL SETS



Sea Vixen FAW.2 interior S.A. (for Airfix), No. FE573, $13.25. Self-adhesive. From Eduard and Associates.

Sea Vixen FAW.2 seatbelts (for Airfix), No. 49589, $13.50. From Eduard and Associates.

Static discharge wicks, No. 49515, $10. From Eduard and Associates.

RQ-4B Global Hawk landing gear (for Skunkmodel), No. 48156, $16.95. From Scale Aircraft Conversions.

F8F Bearcat landing gear and wing hinges (for HobbyBoss), No. 48157, $16.95. From Scale Aircraft Conversions.

F-8 Crusader landing gear (for Revell-Monogram), No. 48158, $16.95. From Scale Aircraft Conversions.

1/48 DECAL SETS

AIRFRAME DECALS
COASTAL COMMAND
WWII - PART 2

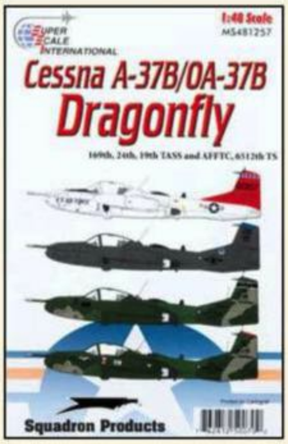
RAF Coastal Command WWII Part 2, No. AF-199, $19.75. Also available in 1/72 $15.75. From The Aviation Workshop Publications Ltd.

AIRFRAME DECALS
BAE HAWK
IN WORLDWIDE SERVICE

BAe Hawk in Worldwide Service, No. AF-115, $19.75. Also available in 1/72 $15.75. From The Aviation Workshop Publications Ltd.

Caracal Models
CD48009
CD72004
"LONE STAR GUNFIGHTERS"
F-16C
TEXAS AIR NATIONAL GUARD
149th FIGHTER WING
65th ANNIVERSARY SCHEME - 2011

Texas Air National Guard 149th Fighter Wing 65th Anniversary Scheme 2011, No. CD48009, $9.99. Also available in 1/72, CD7204, $9.99. From Caracal Models.



Cessna A-37B/ OA-37B Dragonfly, MS481257, $12. From Super Scale International, available from Squadron Products.

1/72 SCALE KITS

AIRFIX
1:72 MITSUBISHI A6M2b ZERO

Mitsubishi A6M2b Zero, No. A01005, $6.99. From Airfix.

Revell
Junkers Ju 88A-4 Bomber
1:72
04672

Junkers Ju 88A-4 bomber, No. 04672, $24.47. From AG/Revell Germany.

Manufacturer Directory

Aero Research Co.
6468 Valley Wood Dr.
Reno, NV 89523-1263
www.AeroResearchCDs.com

Airfix
Hornby Hobbies Ltd.
Westwood Margate
Kent, England CT9 4JX
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AK Interactive USA
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Eduard and Associates
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www.eduard.com

Flagship Models
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flagshipmodels.com

Iron Work Models (True Earth)
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www.true-earth.com

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Colorado Springs, CO 80904
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Merit International
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City of Industry, CA 91748
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www.merit-intl.com

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P.O. Box 6312
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www.pacmodels.com

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www.ParaGrafix.biz

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New Products

1/72 DETAIL SETS

P-39 landing gear and ballast (for Academy), No. 72039, $12.95. From Scale Aircraft Conversions.

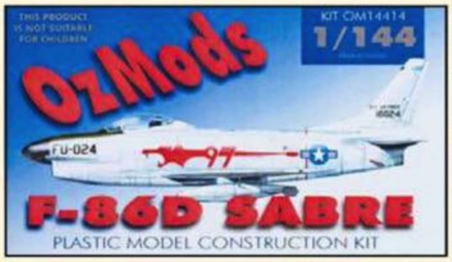
1/144 SCALE KITS

RODEN
Douglas VC-118
The INDEPENDENCE

Douglas VC-118 *The Independence*, No. 307, $32.99. From Roden.

Tupolev-144
ICM

Tupolev Tu-144, No. 14401, $47.95. Soviet supersonic passenger aircraft. Look for a detailed review in an upcoming issue of *FSM*. From ICM, available from Squadron Products.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OzMods
FU-024
F-86D SABRE
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F-86D Sabre, No. AM14414, $15.75. Clear injected canopy. From Ozmods Scale Models.

ARMOR

1/32 SCALE KITS

FLAGSHIP MODELS
CONFEDERATE 7" BLAKELY RIFLE
1/32 SCALE

Confederate 7" Blakely rifled cannon, No. FM13236, $95. From Flagship Models.

1/35 SCALE KITS

ISRAELI TANK
M51
TAMIYA

Israeli M51 tank, No. 35323, $65. Military Miniatures Series No. 323. Look for a detailed review on Page 54. From Tamiya America, Inc.

Valentine Mk.I
AFV CLUB
AF35178
51

British infantry Mk.III Valentine Mk. I, No. AF35178, $58. Look for a detailed review in an upcoming issue of *FSM*. From AFV Club, available from Merit International.

Sd.Kfz.231
AFV CLUB
AF35231

SdKfz 231 early, No. AF35231, $59.98. Look for a detailed review in an upcoming issue of *FSM*. From AFV Club, available from Merit International.

MENG
VsKfz 617
1/35

VsKfz 617, No. SS-001, $79.95. Look for a detailed review in an upcoming issue of *FSM*. From Meng-Model, available from Stevens International.

AFV CLUB
AF35191
M101 A1

M101-A1 105mm howitzer and carriage M2A2, No. AF35191, $22.99. From AFV Club, available from Merit International.

Revell
GTK BOXER (GTFz)
1:35
03093

GTK Boxer (GTFz), No. 03093, $26.95. Look for a detailed review in an upcoming issue of *FSM*. From Revell Germany.

M-ATV MRAP [Mine Resistant Ambush Protected]
1/35 Scale
PH 35001

M-ATV MRAP (mine resistant ambush protected), No. PH35001, $45.95. Look for a detailed review in an upcoming issue of *FSM*. From Panda Models, available from Pacific Coast Models, Inc.

M5
AFV CLUB
AF35181

US 3 inch gun M5 on carriage M6, No. AG35181, $22.99. From AFV Club, available from Merit International.

1/35 DETAIL SETS

U.S. 76mm brass gun ammo set, No. AG35032, $19.98; **U.S. 3 inch gun ammo set,** No. AG35031, $19. From AFV Club, available from Merit International.

AFV CLUB
BRASS
U.S. 75MM GUN
AMMO SET
AG35033

U.S. 75mm brass gun ammo set, No. AG35033, $20. From AFV Club, available from Merit International.

VALENTINE TANK TRACK (WORKABLE)
BRITISH INFANTRY TANK Mk.III
AFV CLUB
AF35197

Valentine tank workable track British infantry tank Mk.III, No. AF35197, $27. From AFV Club, available from Merit International.

1/35 DETAIL SETS

Sticker for simulating anti-reflection coating lens, No. AC35014, $10. From AFV Club, available from Merit International.

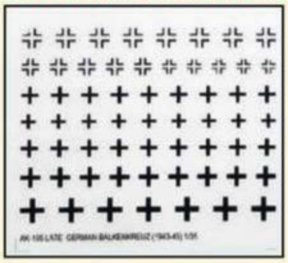
DETAIL SETS, OTHER SCALE

2.3mm realistic light lenses, No. AK209, $7.45; **Tow chain,** No. AK229, $6.95; **3mm realistic light lenses,** No. AK213, $7.45. From AK Interactive USA.

1/35 DECAL SETS

German numbers (white), No. AK110, $11.95. Dry transfers. From AK Interactive USA.

OTHER SCALE DECAL SETS



Late German Balkendreuz 1943-1945, No. AK106, $11.95. Dry transfers 1/48 to 1/72 scale; **Late German Balkendreuz 1943-1945,** No. AK105, $11.95. Dry transfers. From AK Interactive USA.

1/72 SCALE KITS

RODEN
Opel 3.6-47 Blitz Omnibus Stabswagen
723

Opel 3.6-47 Blitz Omnibus Stabswagen, No. 723, $19.99. From Roden.

Revell
LEOPARD 2A6/A6M
1:72
03180

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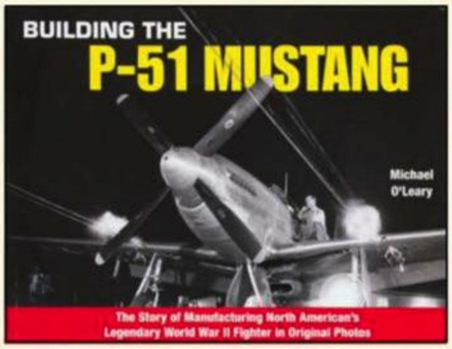
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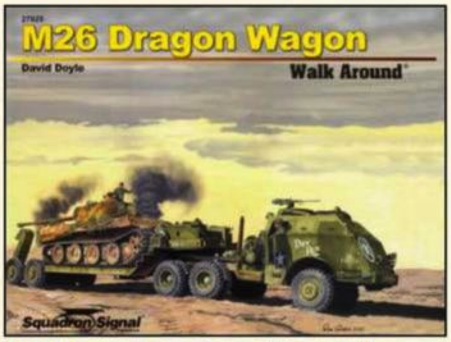
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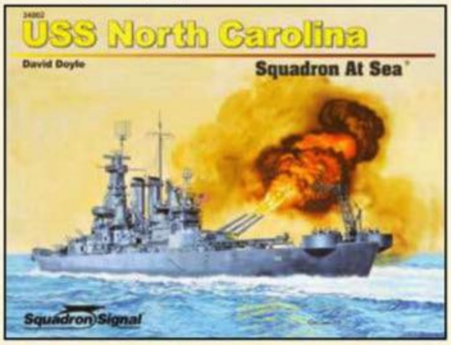
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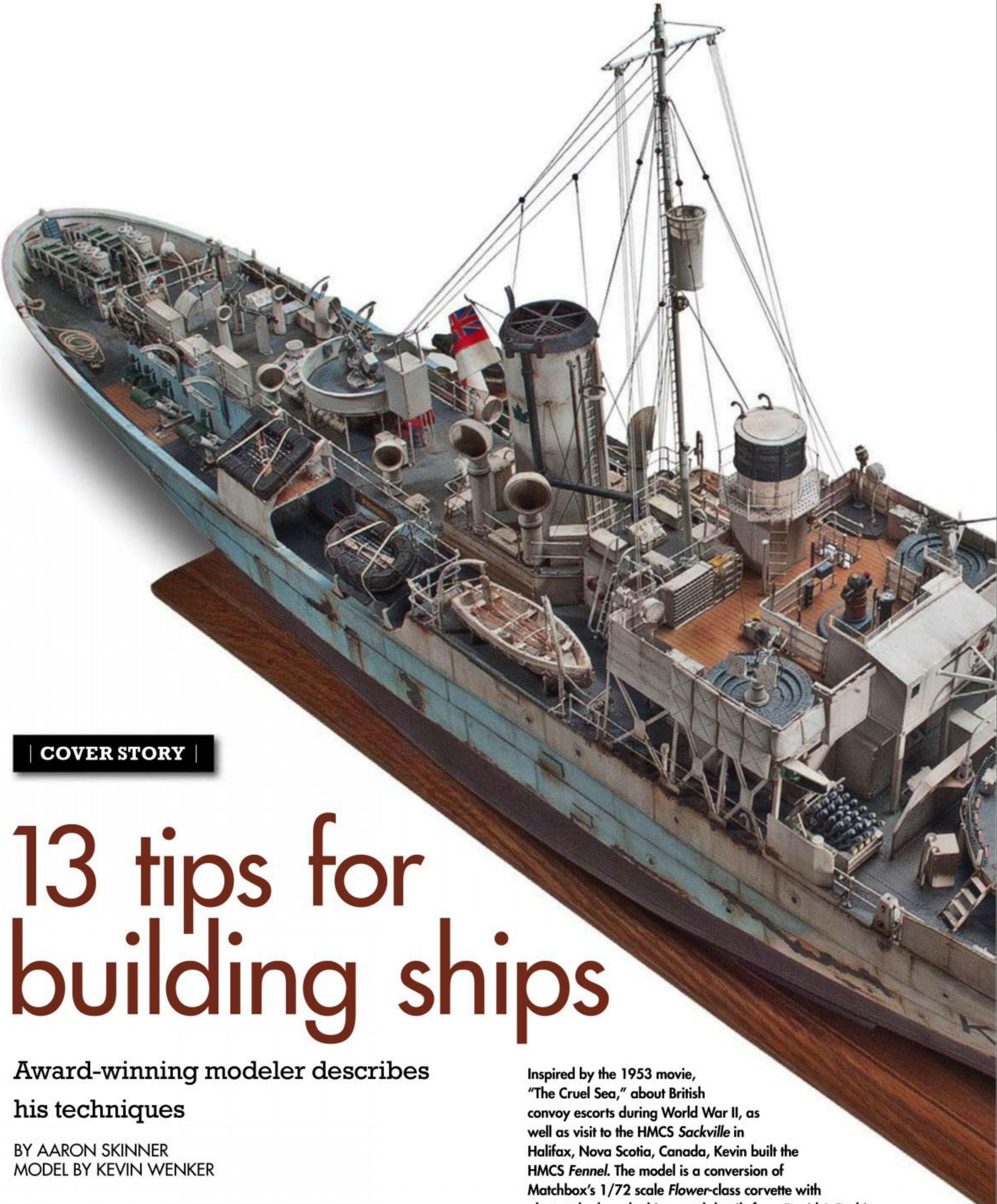


| COVER STORY |

13 tips for building ships

Award-winning modeler describes his techniques

BY AARON SKINNER
MODEL BY KEVIN WENKER

Inspired by the 1953 movie, "The Cruel Sea," about British convoy escorts during World War II, as well as visit to the HMCS *Sackville* in Halifax, Nova Scotia, Canada, Kevin built the HMCS *Fennel*. The model is a conversion of Matchbox's 1/72 scale *Flower*-class corvette with photoetched- and white-metal details from David J. Parkins (www.djparkins.com), as well as a lot of scratchbuilding. Not only is the finished model big — 34" long — it's packed with detail and dressed in a realistically weathered finish.

Kevin Wenker's HMCS *Fennel* attracted a lot of attention at the IPMS/USA national convention in Omaha, Neb., and collected its share of awards, including best ship and Popular People's Choice. Kevin started with Matchbox's 1/72 scale *Flower*-class corvette, converting it to the Canadian navy's *Fennel* with photoetched-metal and scratchbuilt parts. Along the way, he used several unique techniques that he was happy to share with *FSM*.

1 Plan ahead

"I have learned the hard way to plan ahead in my shipbuilding," Kevin says. "It is easier to lay out a plan of action to account for the various features of a ship than to try and go back and correct them after the fact."

He also advises breaking such a large undertaking into small subassemblies to prevent confusion and frustration. It also provides a sense of accomplishment and an incentive to continue as you see the progress being made, he says. He established daily goals, taking into account the various parts and subassemblies, so the project did not seem so overwhelming.

2 Strong hull construction

Kevin built the corvette's four-piece hull by filling the seams with Milliput two-part epoxy putty smoothed with a damp towel. He reinforced the joins with 5-minute epoxy applied inside the hull.

3 Blocking see-through holes

After filling several portholes not on the *Fennel*, Kevin glued sheet styrene inside the remaining portholes. He later filled those portholes from the outside with 5-minute epoxy to represent glass, then painted them over per wartime practice. "The reason I filled them with epoxy was, even after painting, the sheen through the paint was slightly glossier compared to the hull," Kevin says.

He glued sheet styrene vertically between the hawse pipes so observers couldn't look through the bow.

4 Scale appearance

The keel, porthole eyebrows, and hull plate were out of scale, so Kevin thinned them with a hand-held orbital sander and progressively finer grits.

He replaced the kit braces and ladders with Plastruct styrene stock. "My experience in building ships has shown that the smaller the cross section or thickness of braces, masts, bulkheads, ladders, etc., the better and more to-scale the model looks," Kevin says. "I almost always build undersize by 10–20 percent, as it looks more delicate. It also blends in better with photoetched brass, which is seldom thicker than .010"."

5 Use white glue as filler

Kevin uses full-strength white glue (such as Elmer's) to fill gaps. He says it fills well, conforms to the area, and rarely needs sanding because you can smooth it with a damp finger. "I find it's really good for any gaps between horizontal and vertical parts," Kevin says.

6 Working with styrene

Scratchbuilding the superstructure with styrene corrected errors in the kit. Kevin used a tip gleaned from the late Ben King, a model railroader: Ben cut the styrene sheet to size after attaching it, making a perfect fit each time. "For example, I built the lower superstructure using two lengthwise pieces cut to shape for the curve of the deck and scribed for the plating," Kevin explains. "I then glued pieces of styrene sheet across the front and rear of the two long pieces, forming a rectangular box.

"Once the glue dried, I used a new single-edge razor blade — I have more control with this [than a long-handled hobby knife] — to trim those pieces to match the lengthwise pieces." Not only does this method allow Kevin to save time — no tedious and error-prone measuring and cutting and fitting — but also it is more accurate. After lightly sanding the edges, Kevin primed the bare styrene pieces with thin Mr. Surfacer.

7 Working with photoetched metal

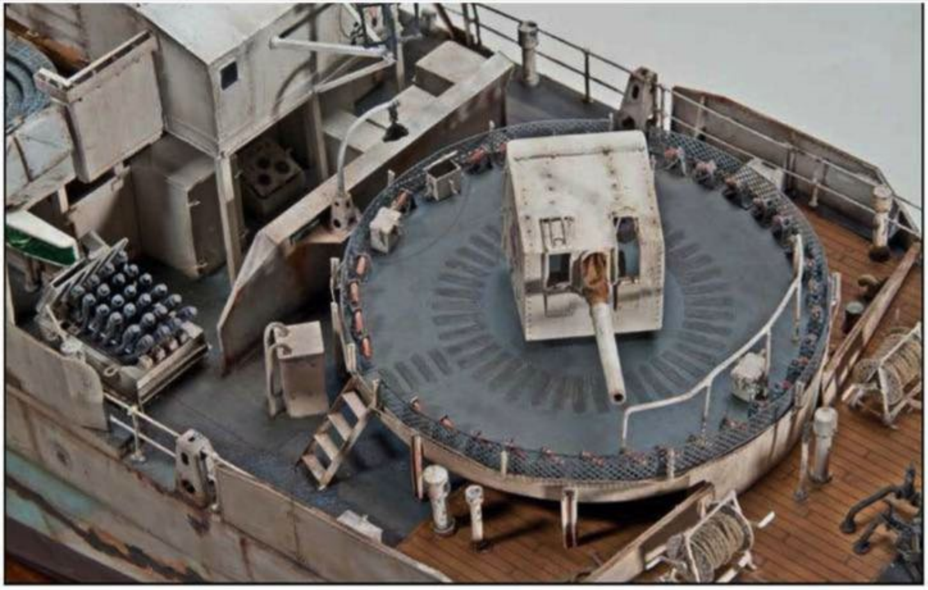
"I really like forming and assembling photoetched metal," Kevin says. "Using the right tools and methods helps immensely."

First, he washes the photoetched metal parts with soap and water while they are still attached to their sheets or frames. Then he rubs them with white vinegar, etching the metal slightly to aid paint adhesion.

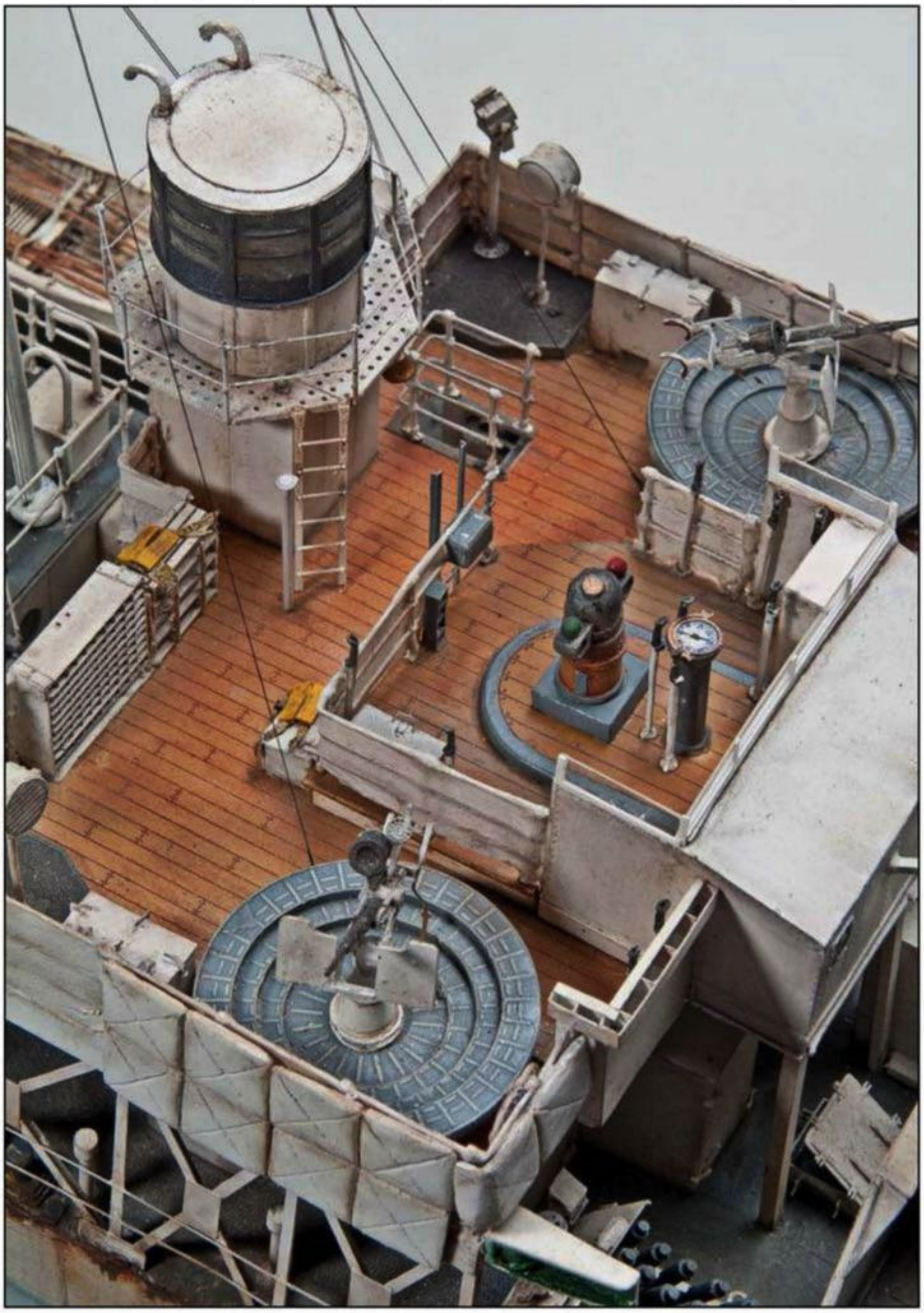
He airbrushes the parts before attaching them to the model. By painting them before installation, the parts' small details and engraving are better preserved. Some of the paint will come off during bending, but it's easier to touch up the chips than painting the parts in place.

Kevin removes parts from their frets with fly-tying scissors, rather than a hobby knife. Knives often warp or kink metal parts and complicate bending or folding. The scissors also produce a square edge.

To fold the parts, Kevin uses the Hold and Fold from The Small Shop and the Etch Mate from Mission Models. He also has a pair of flat-jaw pliers, which have



Almost all of the detail on the deck of the *Fennel* is either photoetched metal or scratchbuilt. That includes the weapons, weapons mounts (above), and even the decks themselves (below) .



their sides ground square, to fold small parts. To get sharp, straight bends, Kevin uses a 2" x 3" x 1½" chunk of copper (steel or aluminum would work as well) with perfect 90-degree edges. He uses the copper to push against the part in the bending tool.

The *Fennel* has more than 3,000 photoetched-metal parts, many of them identical. Kevin built in assembly-line fashion, switching to other subassemblies when the work became tedious.

Kevin replaced flat photoetched metal with round or square brass or styrene stock, when appropriate, to better represent the full-size parts.

8 Applying super glue

Kevin prefers medium viscosity super glue for most applications. He places a couple of drops on an old CD or DVD, transferring it to the model with a short piece of .010" brass wire, an applicator that gives him a lot of control, especially when running super glue along a long seam. Then he applies accelerator with a sharp wooden skewer.

9 Painting

Kevin prefers painting the main hull and superstructure prior to adding details. On the *Fennel*, it provided a cleaner edge for details and let him weather the hull to achieve the appearance of corvettes operating convoy escort duty in the North Sea. He painted the decks medium dark gray, masked, and painted the non-skid areas dark gray. He painted the hull brick red below the waterline and off-white above. The light blue camouflage is a mix of Tamiya white and blue.

"Weathering, for me, begins with the painting," Kevin says. "Each time the airbrush cup runs dry, I slightly change the tint before refilling the cup. Sometimes I add a little white, sometimes a little dark gray with no set ratio. This produces the random fading I see in most ship pictures from WWII."

10 Painting wood

To recreate the wooden surface on the photoetched-metal forward deck, Kevin painted Tamiya desert sand, then covered it with burnt sienna, raw sienna, and burnt umber oil paints. "I had no set ratios, I just dabbed and stroked the different colors randomly," Kevin says. After 30 minutes, he wiped the deck with a soft rag front to back to produce a wood color and texture.

11 Weathering

Kevin masked the waterline with 3M painter's tape, then set the hull in a large plastic tub. In two bottles, he mixed artificial turpentine and artist's oils — raw umber in one, burnt umber in the other. He brushed these washes very liberally on the decks and let the excess run out the scuttles the same way seawater washing over the ship would pour out of the scuttles. Doing this over and over, reusing the runoff from the tub, produced vertical staining beneath the scuttles, recreating the effect he saw in pictures of real corvettes.

After coats of Pledge Future floor polish and decals, Kevin applied rust using acrylic and oil paint. Based on pictures of rust and firsthand observation of corrosion on vehicles and storage tanks, Kevin determined that rust has sharp-edged lines of demarcation, rather than being smeared on.

Kevin brush-painted a mix of Model Master tar and red brown using small, jerky strokes. "I made no effort to be uniform in the paint mix — some areas were darker, some more brown, some of the interior areas had no paint beyond the base coat," Kevin says. "I did make sure that the strokes were smooth."

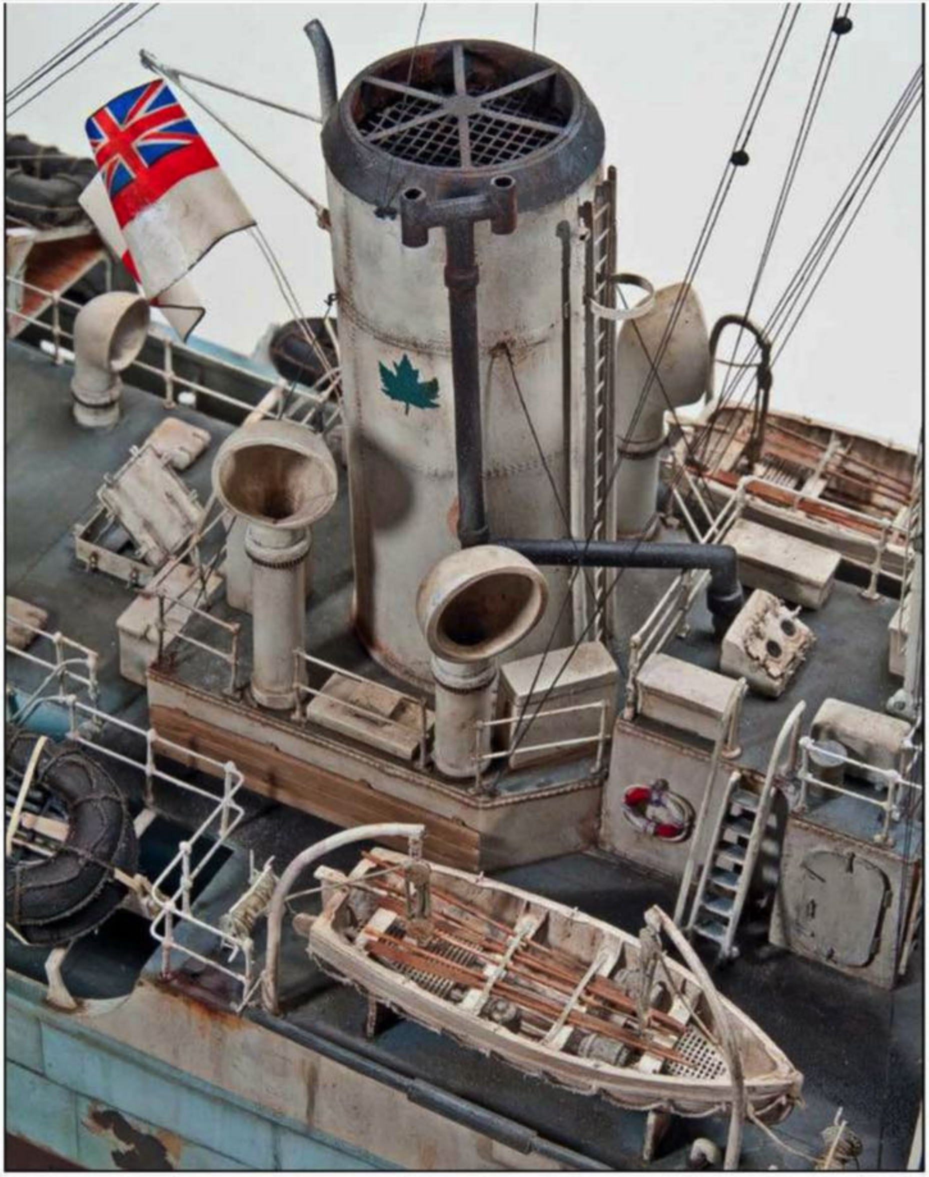
Next, he dabbed burnt sienna artist's oils over the painted areas. "I made no effort to be uniform or worry about smooth strokes; some areas were stippled," he says. After 30 minutes, he wiped the paint off with varying pressure. "I went back and wiped off most of the oil paint from the non-rusted areas adjacent to the rust painted areas," Kevin says. After two days drying, the rust had a three-dimensional, flaky effect.

Kevin added dark gray rub marks in areas the paint would be worn. Then, he applied a raw sienna wash to the hull plating that dried to a subtle, faded appearance. He ran a wide brush loaded with raw umber wash along the edge of the hull at the deck and along the gunwale and let it run down the hull. "Once dry, I lightly sanded across the plating, lightening the center of some plates — almost like a reverse pre-shading," Kevin says.

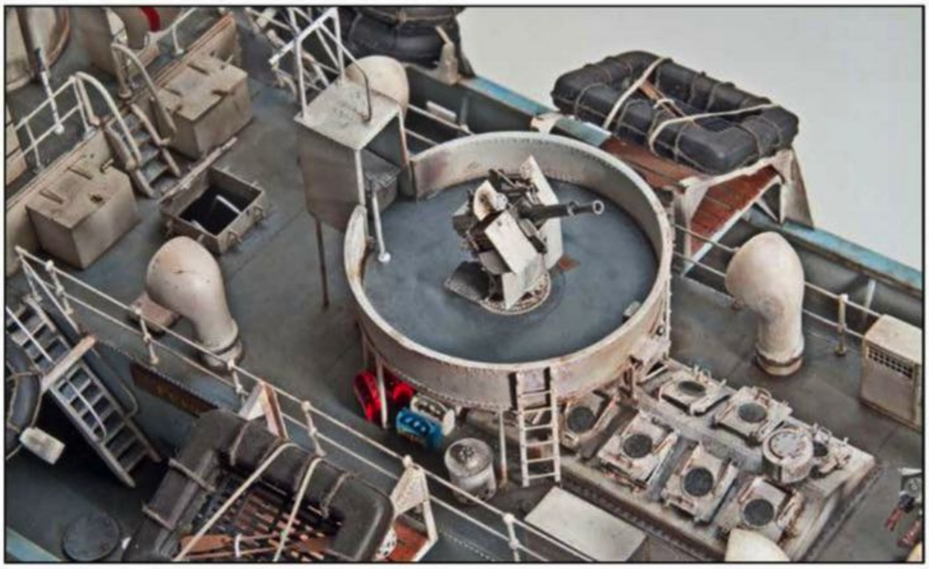
"I sprayed the model with Testors Dullcote to kill the shine and even everything out," Kevin says. In places where airbrushing Dullcote was impractical, such as the bridge with its clear windows, Kevin applied a thin wash of white glue with a drop of detergent.

12 Canvas, floater nets, and other details

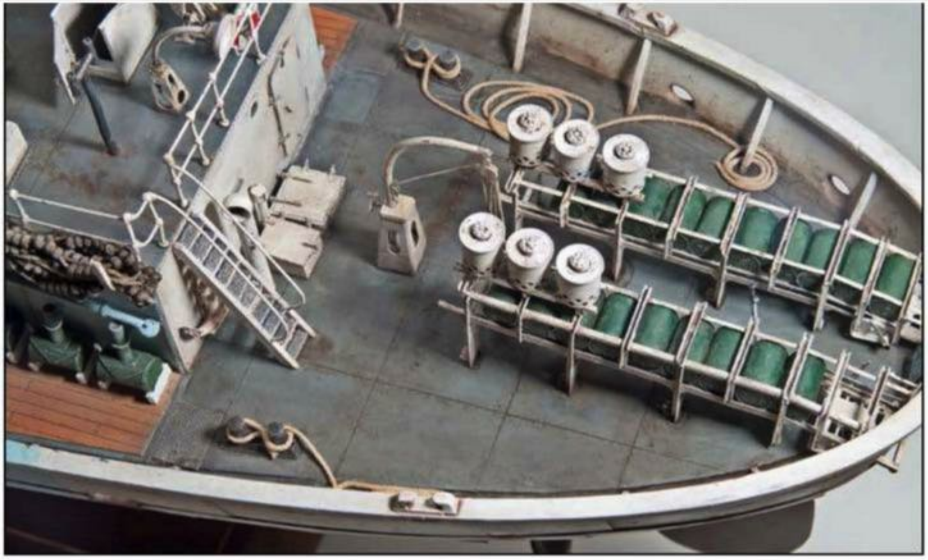
Corvette bridges had railings covered with canvas, so Kevin cut white facial tissue to fit. "Cutting tissue is difficult," he warns. "Use sharp scissors, keep tension on the tissue in all directions, and be prepared to do it several times to get a usable piece —



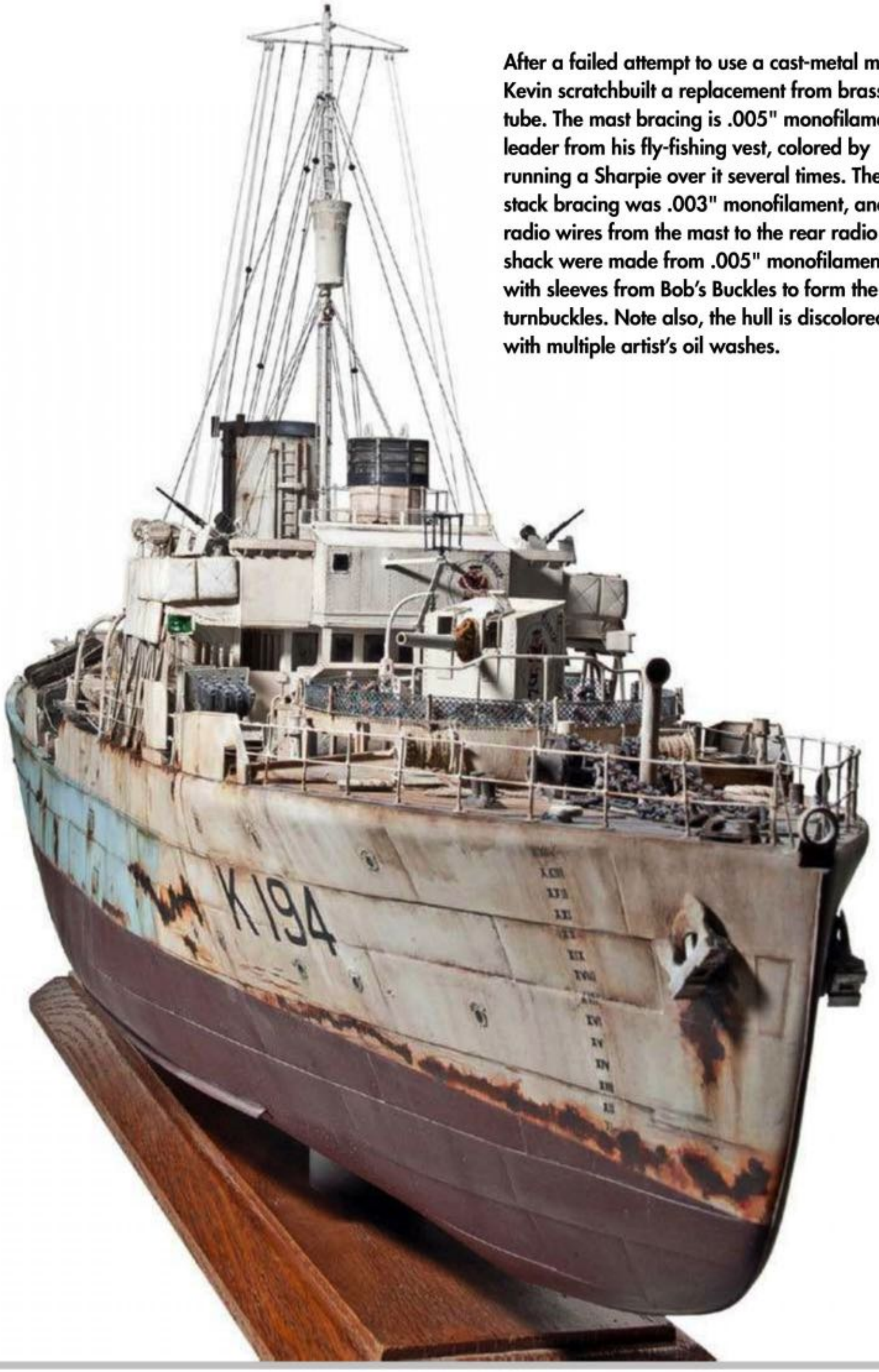
The scalloped lifelines along the sides of lifeboats presented Kevin with a challenge, because there was no obvious attachment points. He used HO-scale wire lift rings, drilling holes for each in the side of the boats, then gluing in the rings and threading the thread through the eyes.



Pictures of wartime corvettes often show soda cases — empty and full — stowed under the aft 2-pounder gun tub. Kevin gleaned several from model railroad supplies, modifying each slightly before attaching them. Note the weapon's open muzzle; Kevin bores each open with a Mini-Dremel motor tool.



As if the detail wasn't enough, Kevin's weathering makes the *Fennel* come alive. Repeated washes of artist's oil recreate the effects on constant seawater on the ship's decks and hull, a reminder of the brutal conditions these ships served under in the North Atlantic.



After a failed attempt to use a cast-metal mast, Kevin scratchbuilt a replacement from brass tube. The mast bracing is .005" monofilament leader from his fly-fishing vest, colored by running a Sharpie over it several times. The stack bracing was .003" monofilament, and radio wires from the mast to the rear radio shack were made from .005" monofilament, with sleeves from Bob's Buckles to form the turnbuckles. Note also, the hull is discolored with multiple artist's oil washes.

growing a third arm would help." He soaked each piece of tissue in thin white glue with a drop of dish soap added to remove surface tension, then applied it to the railing. The tissue shrinks as it dries becoming taut across the rails.

He made floater nets by threading round beads on thick brown thread, soaking it in the thin white glue and draping it across scratchbuilt stanchions heat formed from Plastruct I-beam.

He built the flagstaff from brass wire and made pulleys from thin styrene disks (made with a Waldron punch-and-die set) stacked and glued.

The Canadian flag was scanned from a photo, printed on bond paper, soaked in the white glue, and glued to the flag line.

Life vests on the bridge were formed from small rectangles of styrene connected with straps cut from wine bottle lead foil. Tie downs for the oars in the lifeboats and rafts were made from thin strips cut from tinted bond paper.

13 Enjoy!

Have fun, Kevin says. "I enjoyed HMCS *Fennel* so much, I am building another, earlier version of a Canadian-built *Flower* with all the minesweeping details and the short forecastle," he adds, advising modelers to challenge themselves. "Never settle for less than your best effort, and build for your own enjoyment, not to win contests." **FSM**

Meet Kevin Wenker

KEVIN, 61, has been building models since he and his dad built a Strombecker wood B-24 in the early 1960s. His interests include aircraft from World War I and II; he says he enjoys rigging the former and loathes painting canopies on the latter. "Ships are my absolute favorites, as I love doing the photoetch and all the fine detail," he says. Kevin, a Lutheran pastor, lives in Peoria, Ariz., with his wife, Barbara. They have two daughters, Keri, 38, and Sarah, 36, and a son, Joshua, currently a lieutenant commander with VAW-113, an E-2 Hawkeye squadron assigned to the USS *Ronald Reagan*.

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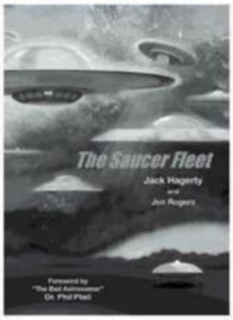
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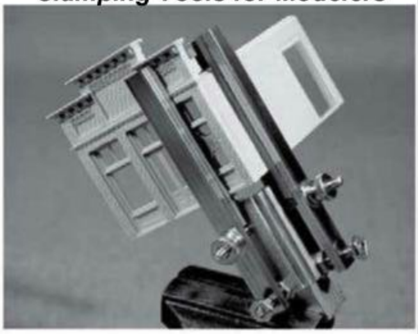

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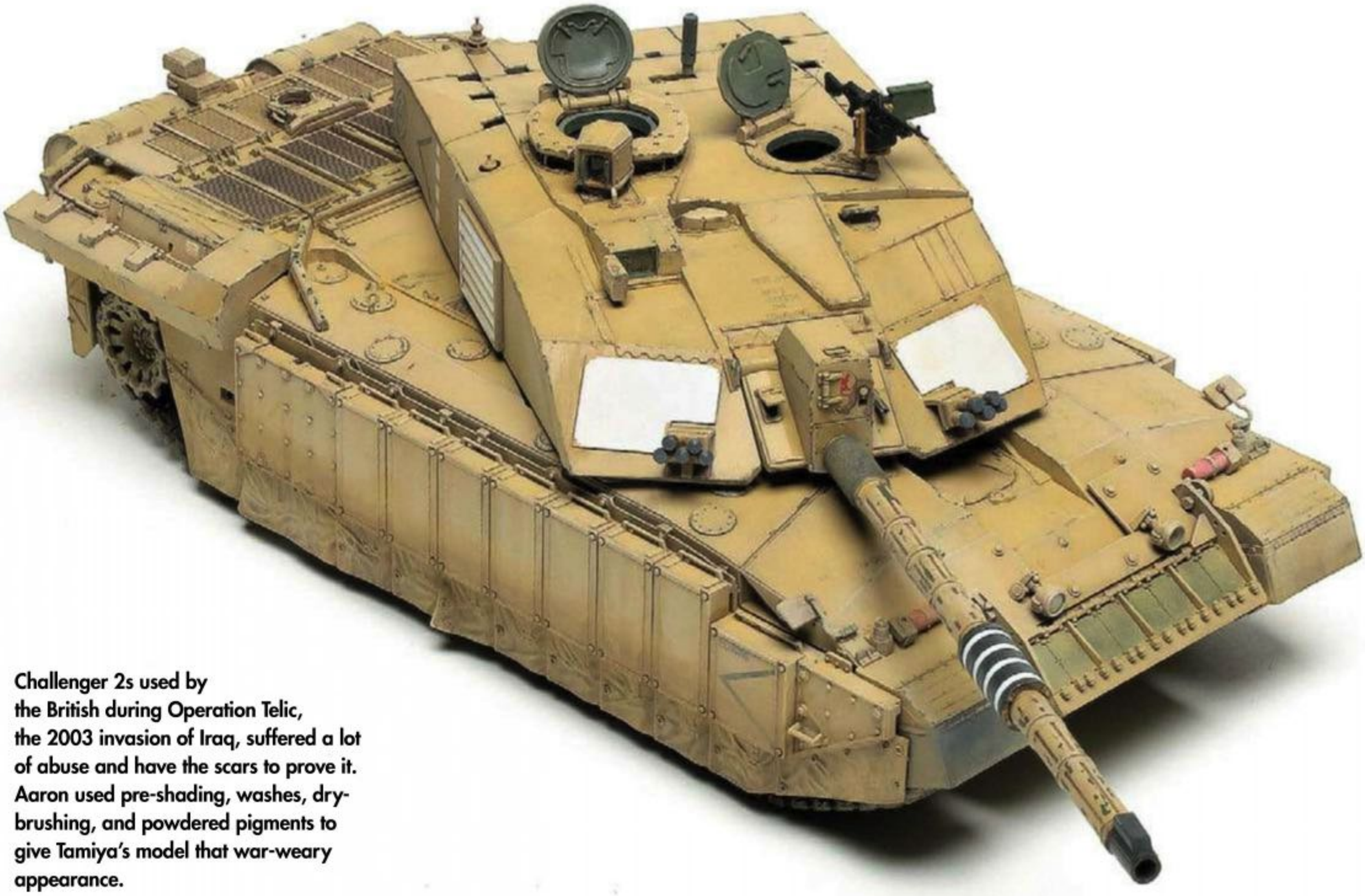


Challenger 2s used by the British during Operation Telic, the 2003 invasion of Iraq, suffered a lot of abuse and have the scars to prove it. Aaron used pre-shading, washes, dry-brushing, and powdered pigments to give Tamiya's model that war-weary appearance.

Giving Tamiya's Challenger 2 a beat-up look for Operation Telic

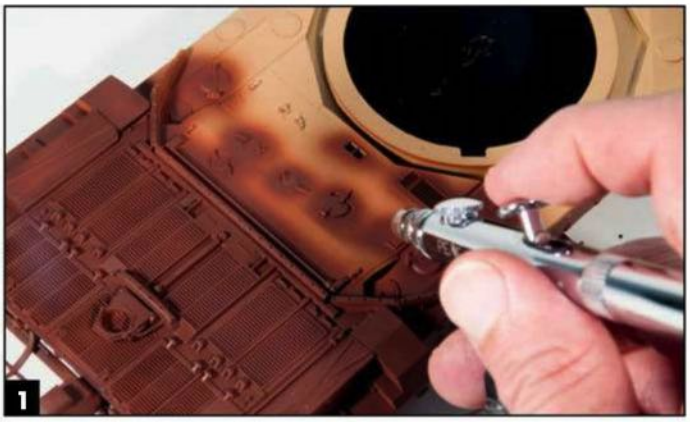
BY AARON SKINNER

In preparation for the 2003 invasion of Iraq, British army vehicles were sprayed with desert sand camouflage over the standard green and black. This lighter paint wore on edges and corners, giving heavy vehicles, such as the Challenger 2 main battle tank, a slightly tatty appearance. In addition, the heavy MBT churned up lots of sand and dust, quickly coating surfaces.

I wanted to recreate this look on Tamiya's 1/35 scale Challenger 2 (desertized) model. Here's how I did it.

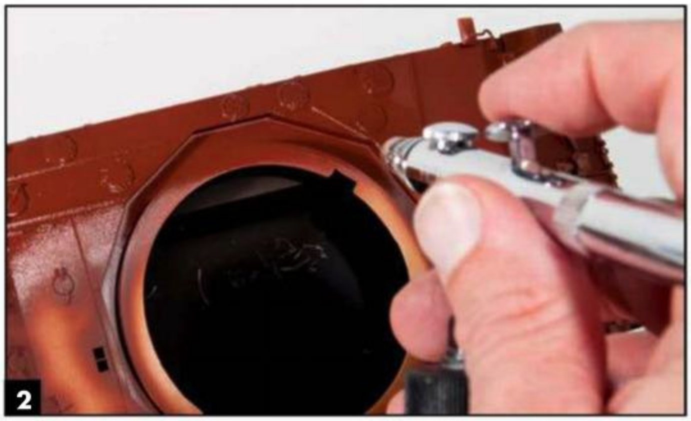
Keep in mind that while these combined techniques work well for this modern AFV, they are also applicable to German and Allied armor in North Africa during World War II, as well as many vehicles used in the Arab-Israeli wars.

desert weathering



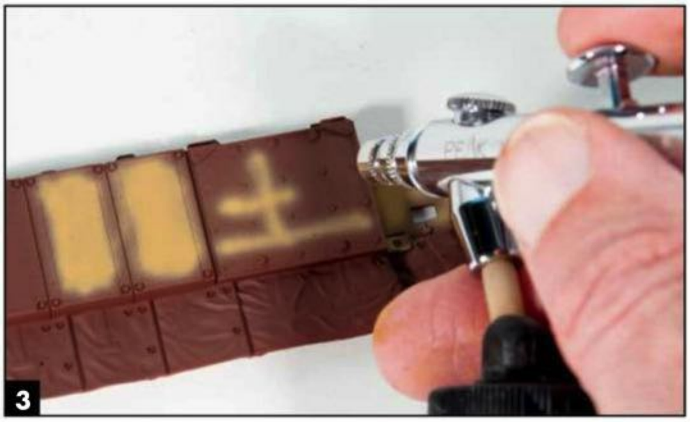
1

To prime the model, I airbrushed it with Tamiya NATO brown acrylic (XF-68). I started by spraying paint along seams and around hatches and fittings with a fine spray pattern to ensure the dark color covered everything.



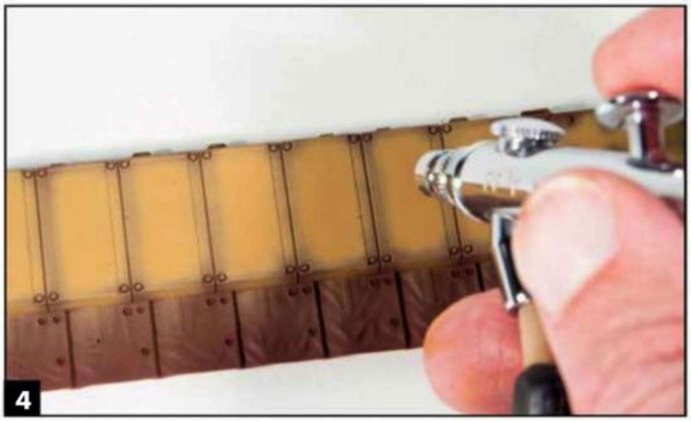
2

Then I filled the larger areas with the airbrush on a wider spray pattern. This dark brown base coat will give the following desert sand color warmth while adding shadows in corners and recesses.



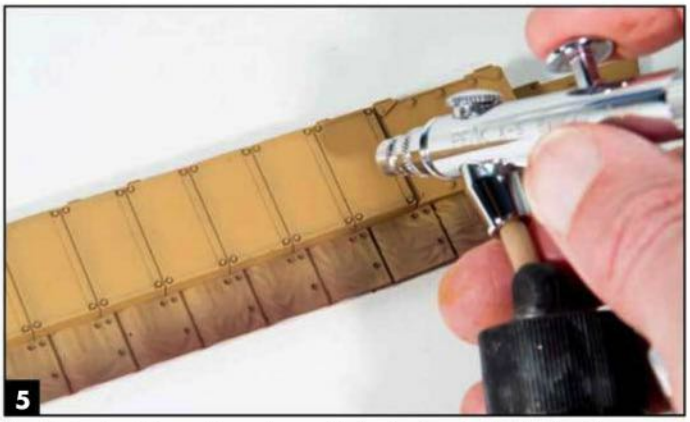
3

Although the kit recommends Tamiya desert yellow (XF-59), it didn't look yellow enough for British armor. I added lemon yellow (X-8) until it looked right. I started by airbrushing between details and in panel centers.



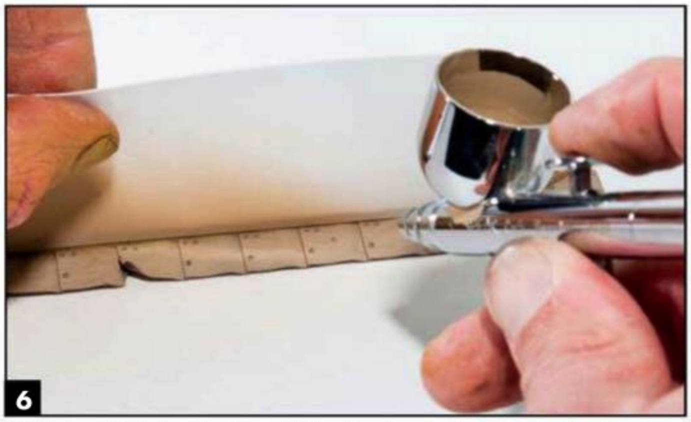
4

Then I widened the spray pattern and filled the panels but stayed away from panel lines and edges. Don't worry too much about trying to make each layer even; variation makes a monochromatic finish more dynamic.



5

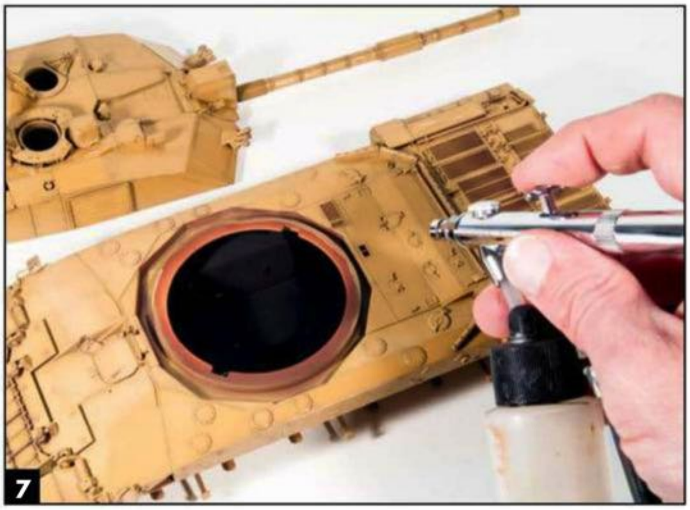
Finally, I misted the entire surface with the body color. Build the effect up slowly; you want a hint of brown to show around panel edges.



6

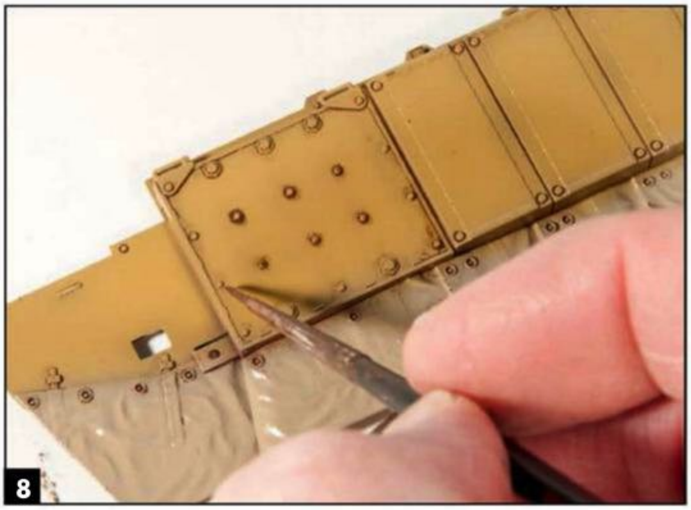
Challenger 2s in Iraq had sand skirts fitted under the armor side plates, and photos showed they were usually a lighter color than the sand camouflage. I mixed Tamiya buff (XF-57) and dark yellow (XF-60), then airbrushed the fabric areas. I held a strip of thin styrene to mask the armor. (Heavy paper would have worked also.)

7



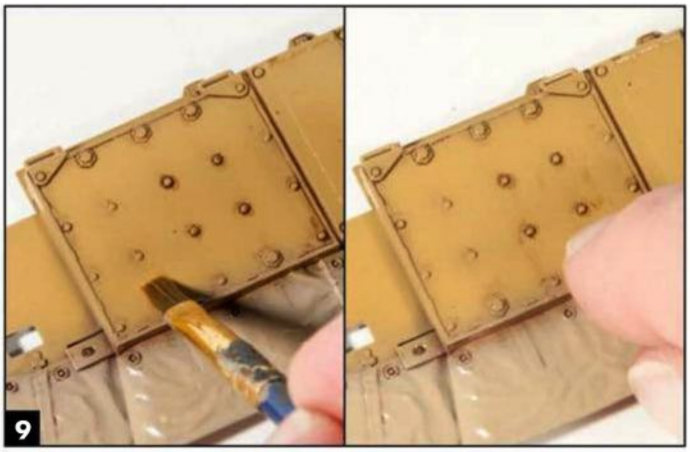
To seal the paint and prepare the model for decals and washes, I airbrushed Tamiya clear (X-22) and let it dry for two days.

8



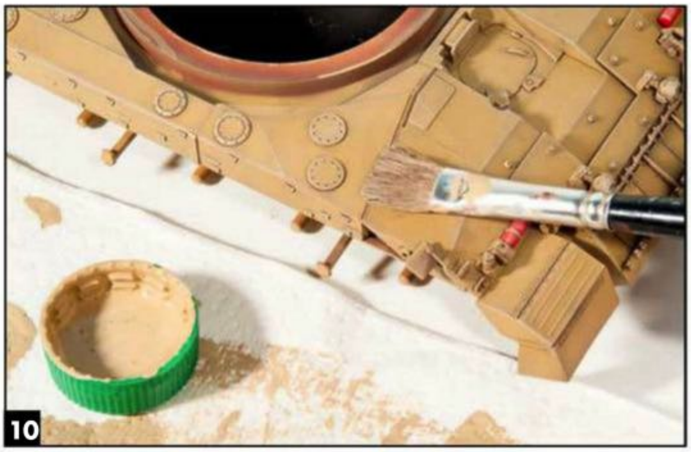
I mixed burnt sienna artist's oils with Testors enamel thinner. I prefer pin-washes to overall washes, which tend to darken light colors too much. I touched a fine brush of the wash to panel lines, bolts, and other details, letting the thin paint flow around.

9



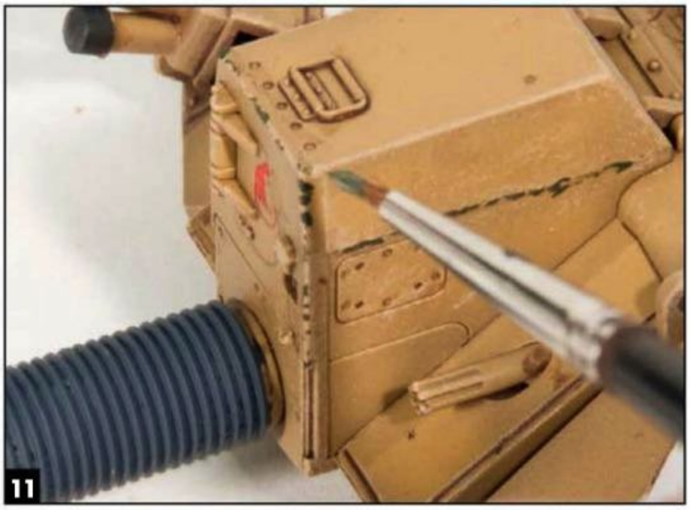
The density of the wash will diminish as the thinner evaporates, but if you feel there is too much on the model, you can remove it with a clean brush or a fingertip. Remember to stroke downward so that any streaking looks like natural water runoff.

10



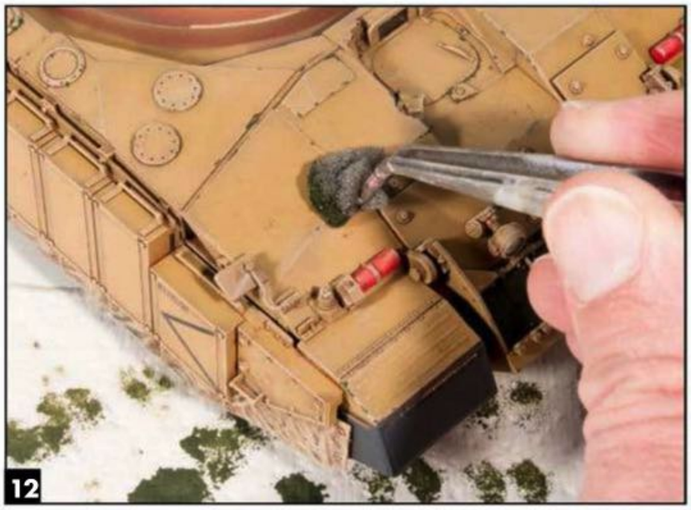
After the washes dried, I applied a coat of Testors Model Master Acryl clear flat. Then I dry-brushed with a mix of Model Master British Gulf light stone (No. 2137) and flat white (No. 1768) enamels. I prefer dry-brushing with enamels because they go on smoother; acrylics can turn gritty.

11

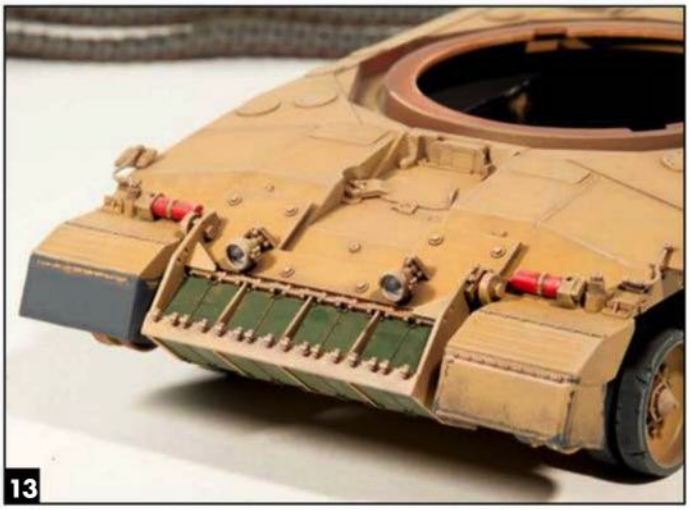


After assembling the model's components, I was ready to chip the desert yellow paint. I dipped a fine brush in Tamiya NATO green (XF-67), then lightly touched the brush to the model. Photos show a lot of damage to the paint along the corners of the turret and along the stowage bin lids.

12

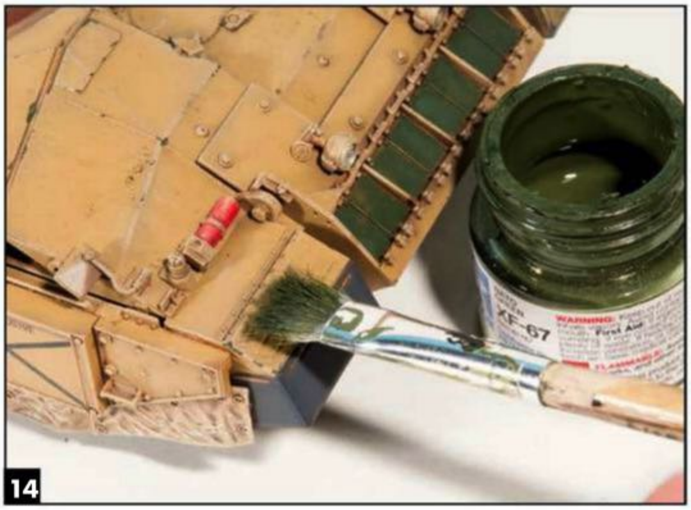


Dipping a small piece of foam in the paint and lightly touching it to edges creates fine chips. Blot most of the paint off the foam on a paper towel to avoid unsightly accidents.



13

Referring to photos of Operation Telic tanks, I painted the explosive-reactive armor blocks around the nose green. I also painted one of the mud flaps dark gray to make it look like it had been replaced in the field.



14

I dry-brushed a little NATO green around high-traffic areas such as the turret top and glacis plate to replicate wear from boots.

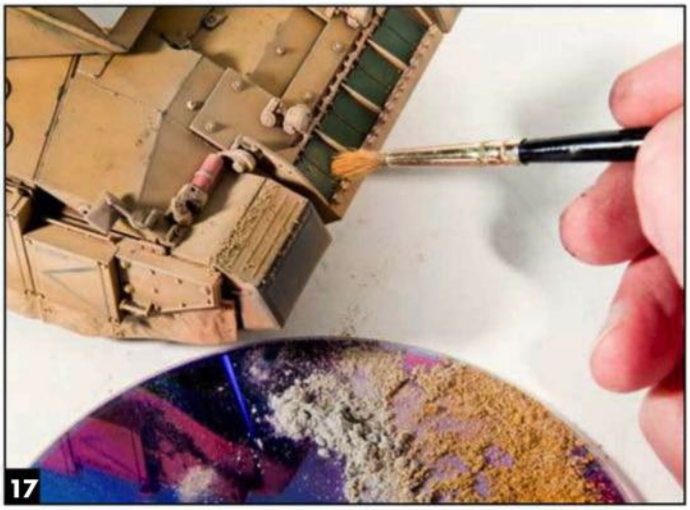
15

I airbrushed Polly Scale dust (No. 414305), concentrating on the lower hull, then added a few drops of sand (No. 414302) to a mix of equal parts clear flat and thinner and airbrushed it over the tank's lower parts.

DIRT
F414308

16

Next, I sprayed a thin mix of clear flat and Polly Scale dirt (No. 414308) low on the vehicle, especially around the exposed running gear.



17

The best way to replicate dust is with powdered pastels or pigments. Use a large, soft brush to apply the powder along ridges and in corners where it would collect. Blow the excess off the model between applications.

TAMIYA
ACRYL
X-2
THIN

18

You can use alcohol, thinner, or water to fix powders to the surface and create effects like rain streaking and mud splatters. **FSM**

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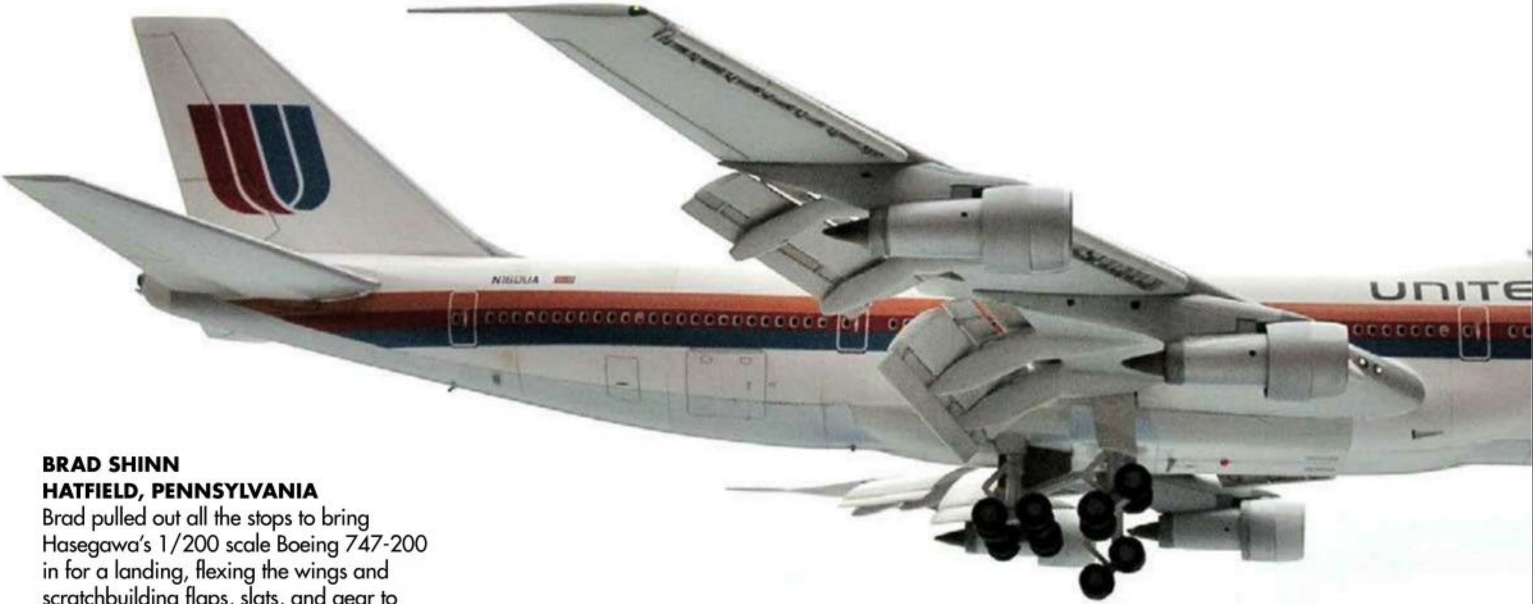
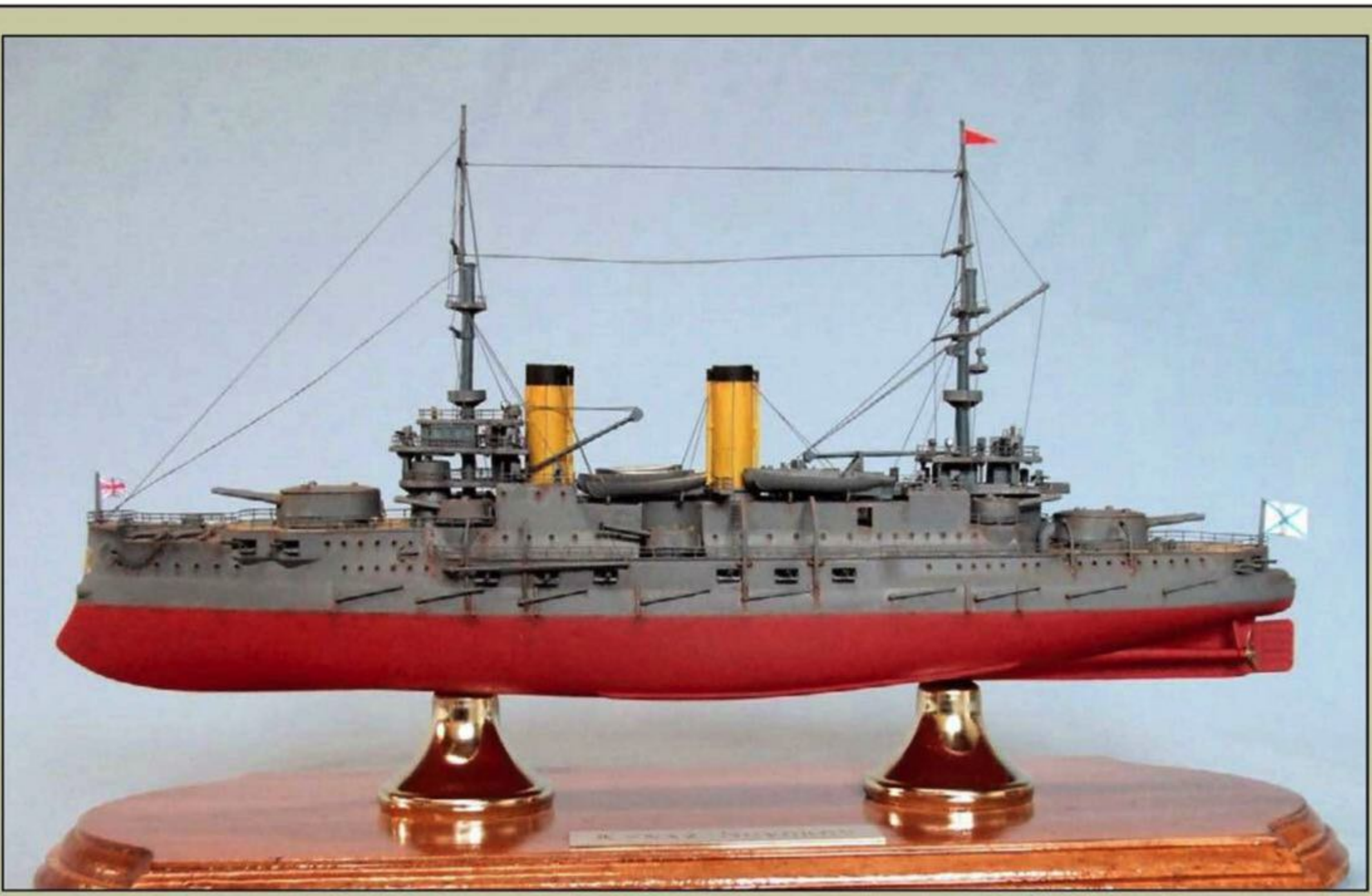
To see how Aaron masked and painted the Challenger 2's 24 road wheels, view the video, "Painting Road Wheels," at www.FineScale.com. Look for it under the "Videos" tab at "How to."

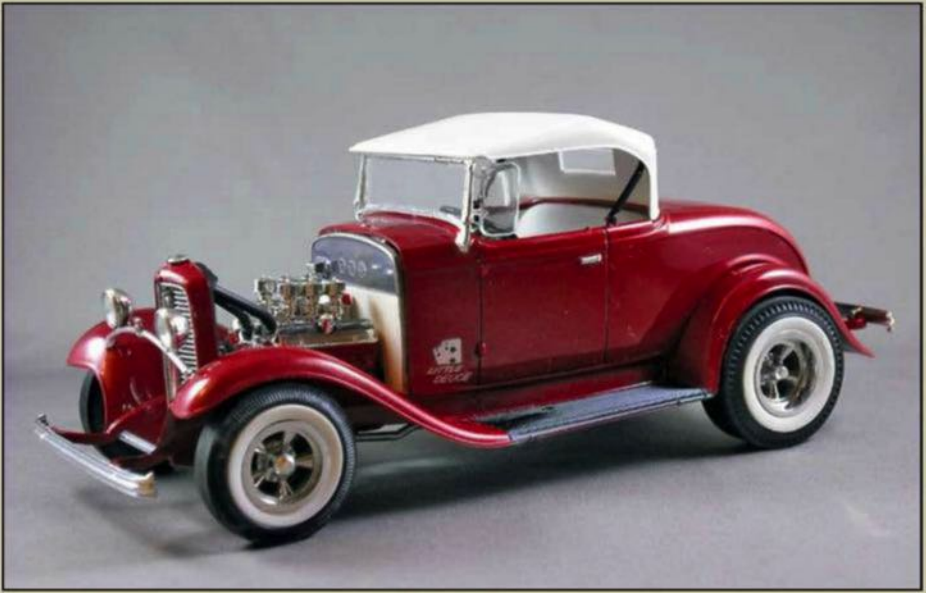
Reader Gallery



BRAD SHINN
HATFIELD, PENNSYLVANIA
Brad pulled out all the stops to bring Hasegawa's 1/200 scale Boeing 747-200 in for a landing, flexing the wings and scratchbuilding flaps, slats, and gear to model a United jumbo jet on final.

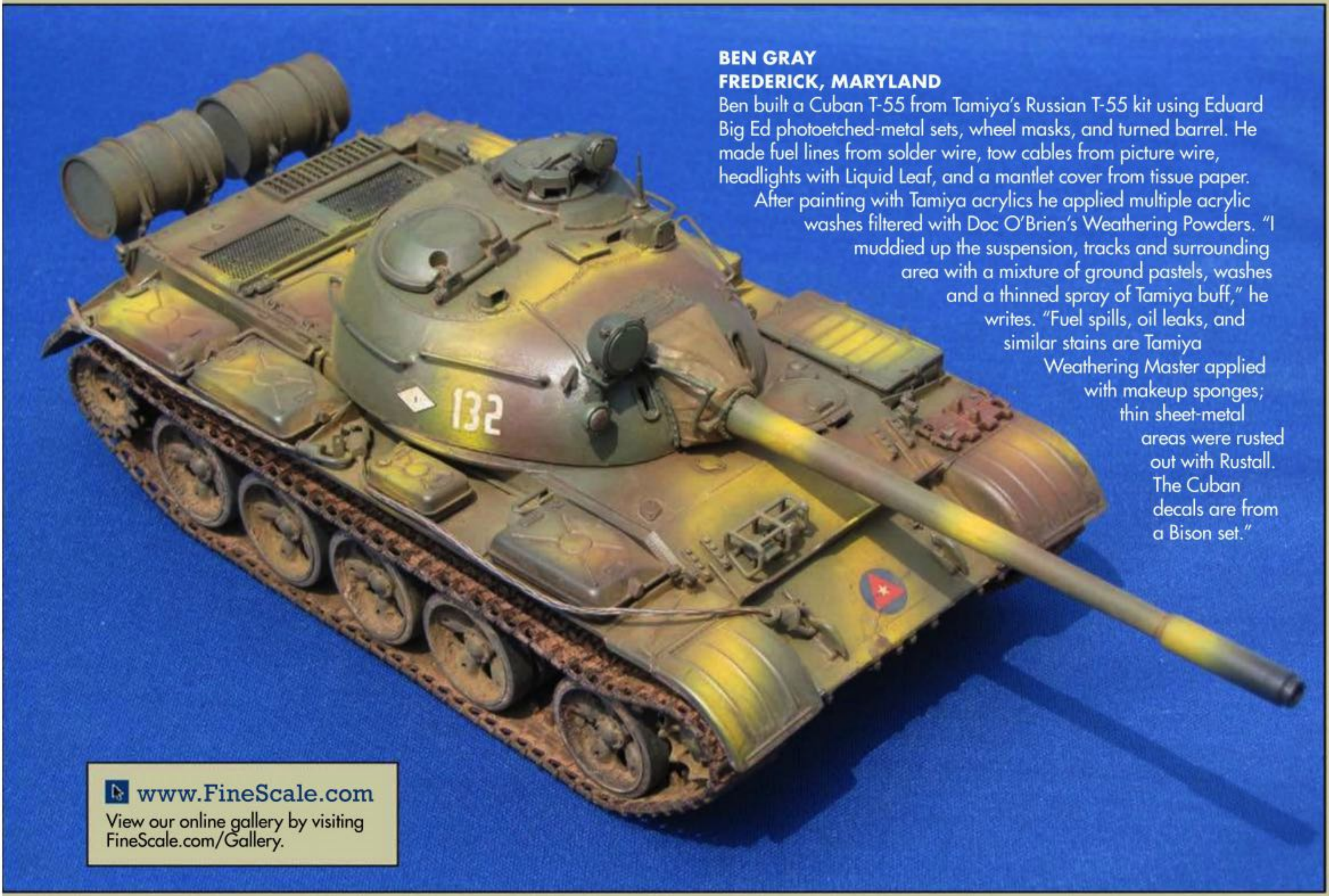


▲ **CHUCK BAUER**
NORTH OAKS, MINNESOTA
"This was a 1/350 scale Zvezda $29 bargain," Chucks says. He built the Russian *Kynaz Suvorov* as it appeared before being sunk in May 1905 at the Battle of Tsushima. "It took lots of extra work to make the parts fit together and look right," he says.



▲ DONNIE BOGER
STOCKTON, CALIFORNIA

Donnie says: "I love the '32 Ford Roadster, and one of my 'grail' kits has always been the 1/24 scale Monogram Little Deuce. This one's built right out of the box. The paint is 1950 Ford Matador red under two coats of urethane clear. The interior is black and white gloss coat, shot with a flat coat, then top-coated with semigloss clear (same with the top). The only thing not original to the kit is the decal. My original ones blew apart when they hit water, so I used the ones in the Monogram Classic Cruisers '32 Ford. This build shows what can be built out of box for a 45-year-old kit."



BEN GRAY
FREDERICK, MARYLAND

Ben built a Cuban T-55 from Tamiya's Russian T-55 kit using Eduard Big Ed photoetched-metal sets, wheel masks, and turned barrel. He made fuel lines from solder wire, tow cables from picture wire, headlights with Liquid Leaf, and a mantlet cover from tissue paper. After painting with Tamiya acrylics he applied multiple acrylic washes filtered with Doc O'Brien's Weathering Powders. "I muddied up the suspension, tracks and surrounding area with a mixture of ground pastels, washes and a thinned spray of Tamiya buff," he writes. "Fuel spills, oil leaks, and similar stains are Tamiya Weathering Master applied with makeup sponges; thin sheet-metal areas were rusted out with Rustall. The Cuban decals are from a Bison set."

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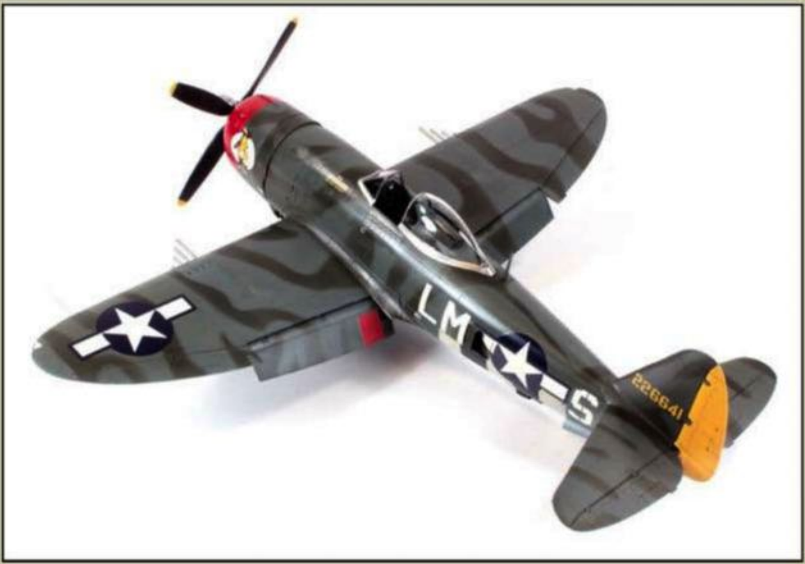
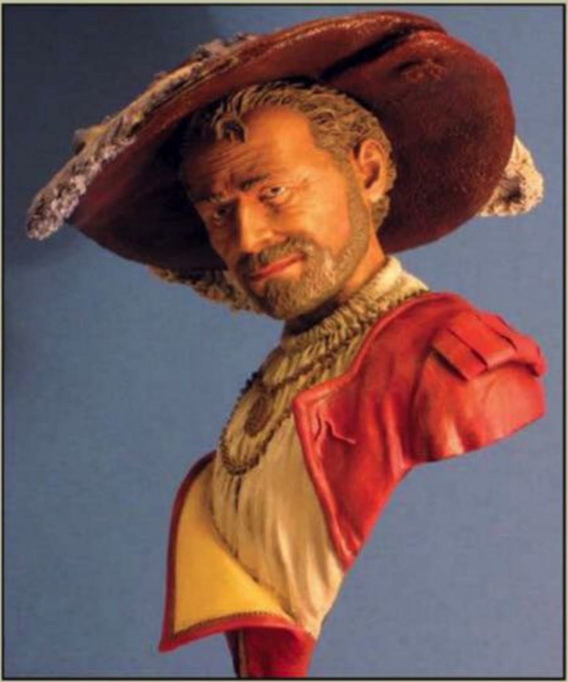
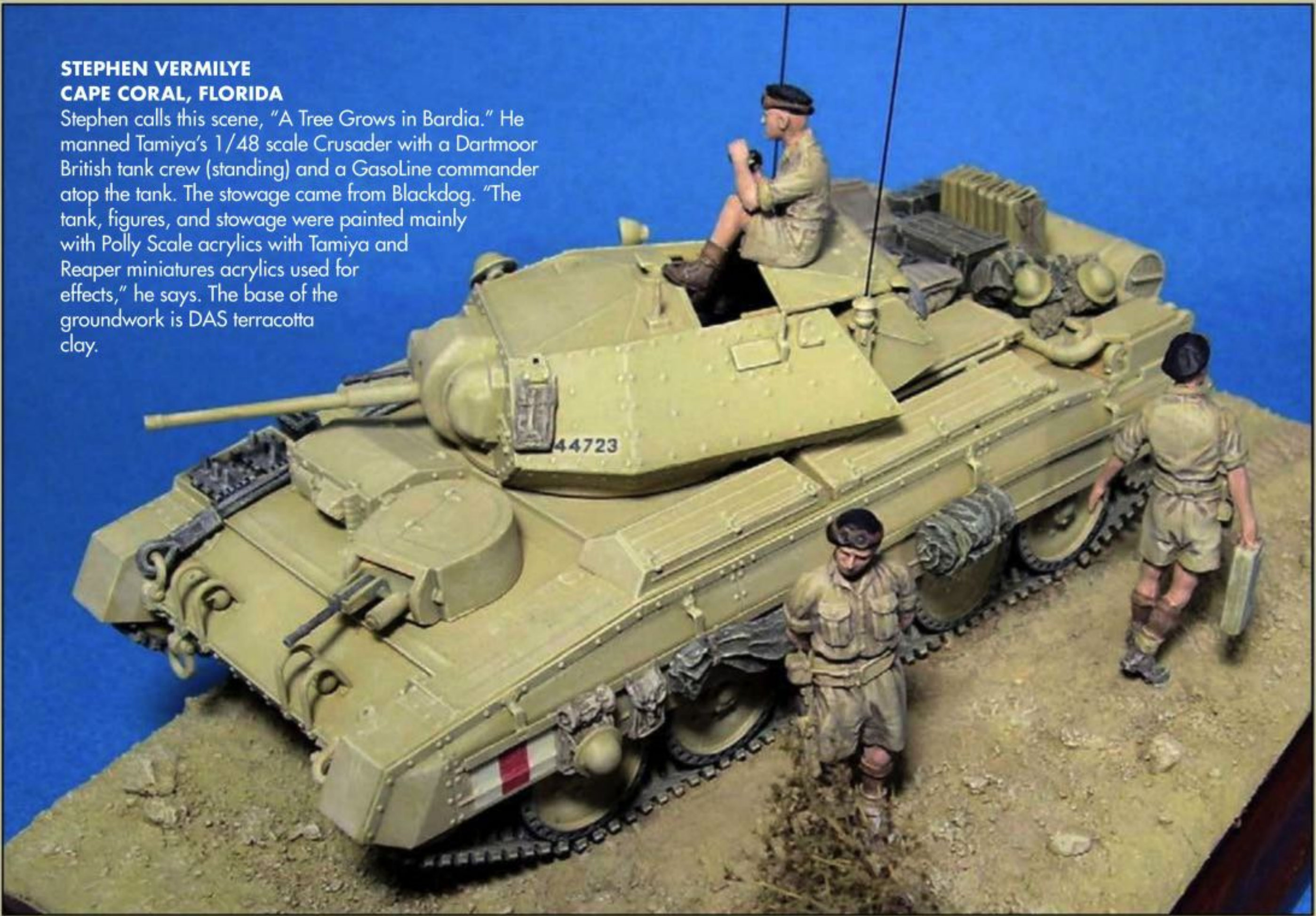


▲ MATT McDOUGALL
AUSTIN, TEXAS
"I built Monogram's P-47 *Hairless Joe* as a kid," Matt says. "Now that I've come back to modeling, I wanted to tackle the same subject. This time I used Tamiya's excellent 1/48 scale P-47 with an Ultracast seat, Eduard placard set, and Master turned-brass blast tubes." Matt painted with Model Master, Tamiya, and Alclad II, then applied a raw umber artist's oil filter.



▲ DAVE EYLES
WEYBRIDGE, SURREY, ENGLAND
Of Yury Serebryakov's 1/9 scale, 16th-century Landsknecht, Dave says, "This was one of those busts I just had to paint. The sculpting was first-class and a dream to work with." Dave used Humbrol enamels and Winsor & Newton artist's oils to finish the itinerant European mercenary.



STEPHEN VERMILYE
CAPE CORAL, FLORIDA
Stephen calls this scene, "A Tree Grows in Bardia." He manned Tamiya's 1/48 scale Crusader with a Dartmoor British tank crew (standing) and a GasoLine commander atop the tank. The stowage came from Blackdog. "The tank, figures, and stowage were painted mainly with Polly Scale acrylics with Tamiya and Reaper miniatures acrylics used for effects," he says. The base of the groundwork is DAS terracotta clay.

▶ MANUEL HUERTA
MADRID, SPAIN

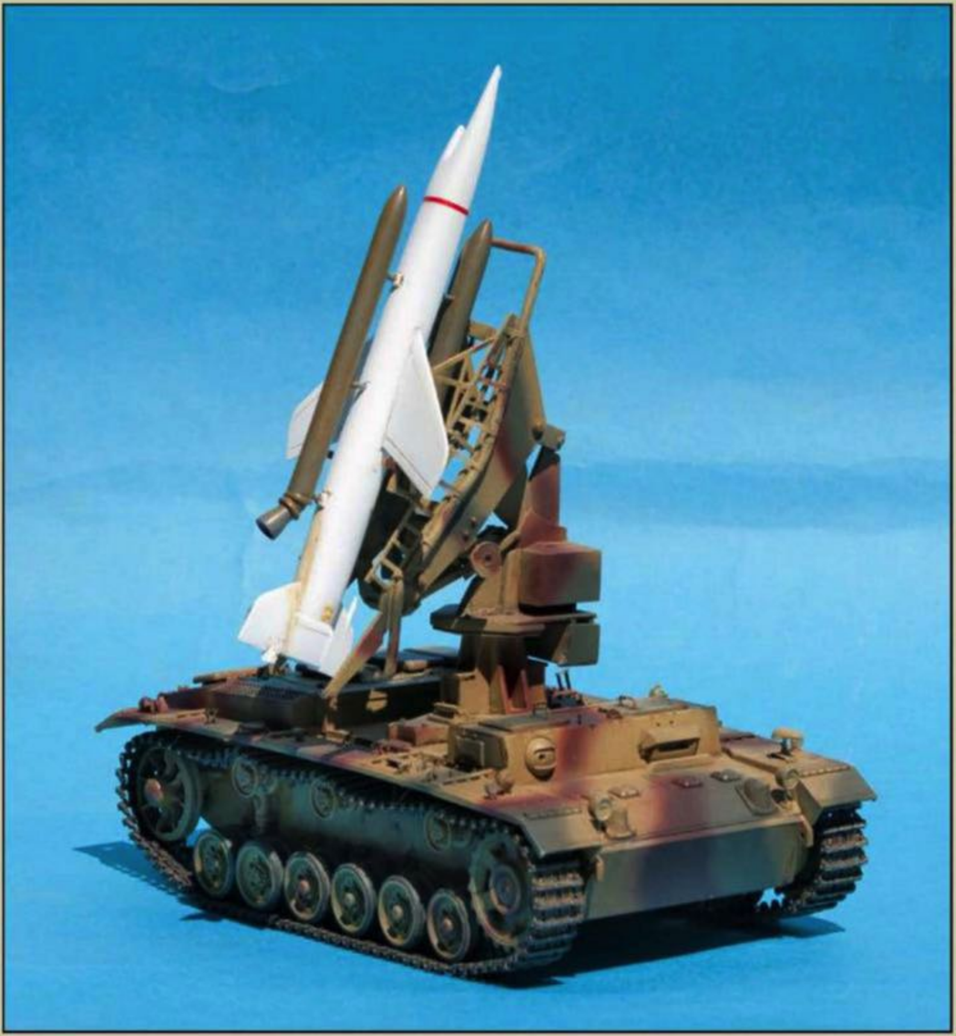
"This represents a German project that was never completed," Manuel writes of his Henschel Hs 117 Flugabwehrrakete "Schmetterling" (Butterfly), a 1/35 scale kit by Airmodel. The radio-controlled rocket, which could also be used as an air-to-air weapon, actually did fly, but it was turned down in 1941 because the German air ministry saw no need for further anti-aircraft weapons. "I decided to go totally weird and mount the missile on a reworked Revell Panzer III chassis," Manuel says.

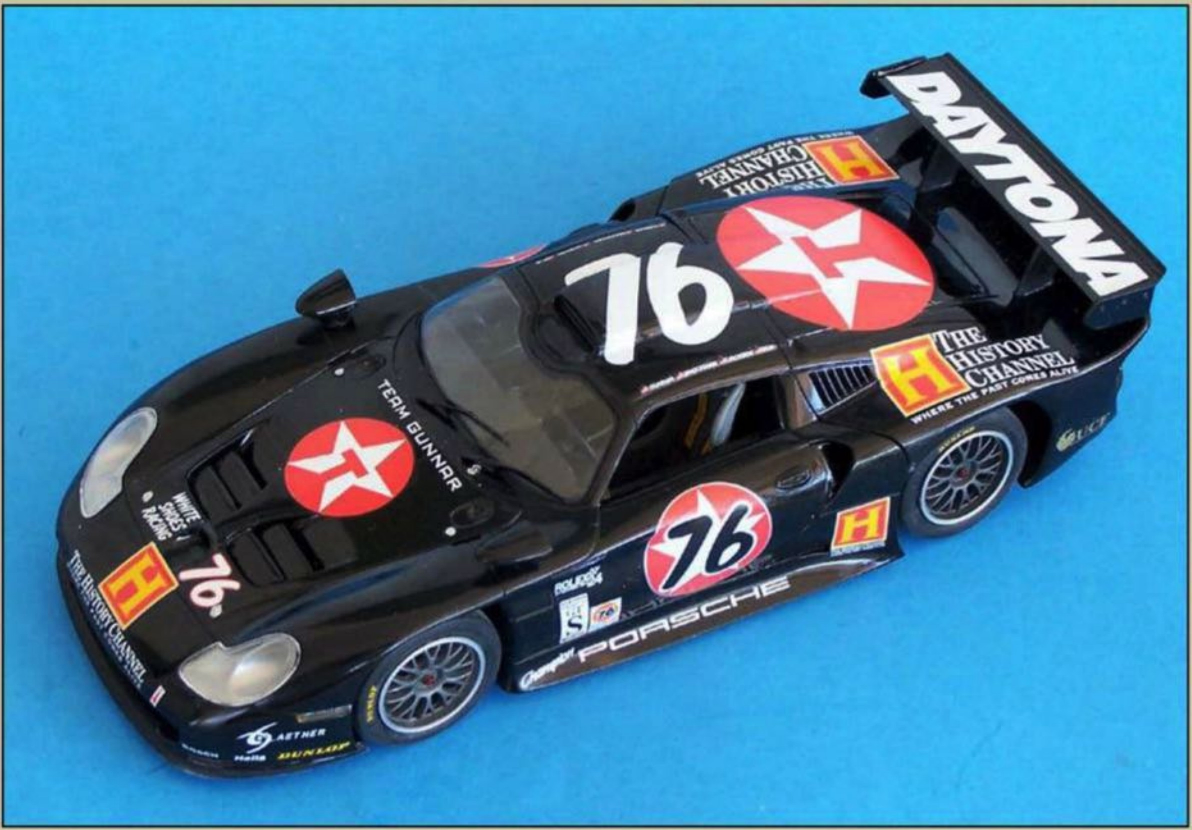
SEND US YOUR PICTURES!

Shouldn't *your* model be in Reader Gallery? *FineScale Modeler* is always accepting new material from around the world.

Upload high-resolution digital images (unedited, preferably RAW format) with complete captions at www.Contribute.Kalmbach.com, or send prints or CD-ROMs to *FineScale Modeler*, Reader Gallery, 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612.

Be sure to tell us the kit manufacturer, model, scale, modifications, paint and finishes used, and reason for choosing the model, along with your name and address. We look forward to seeing your work!



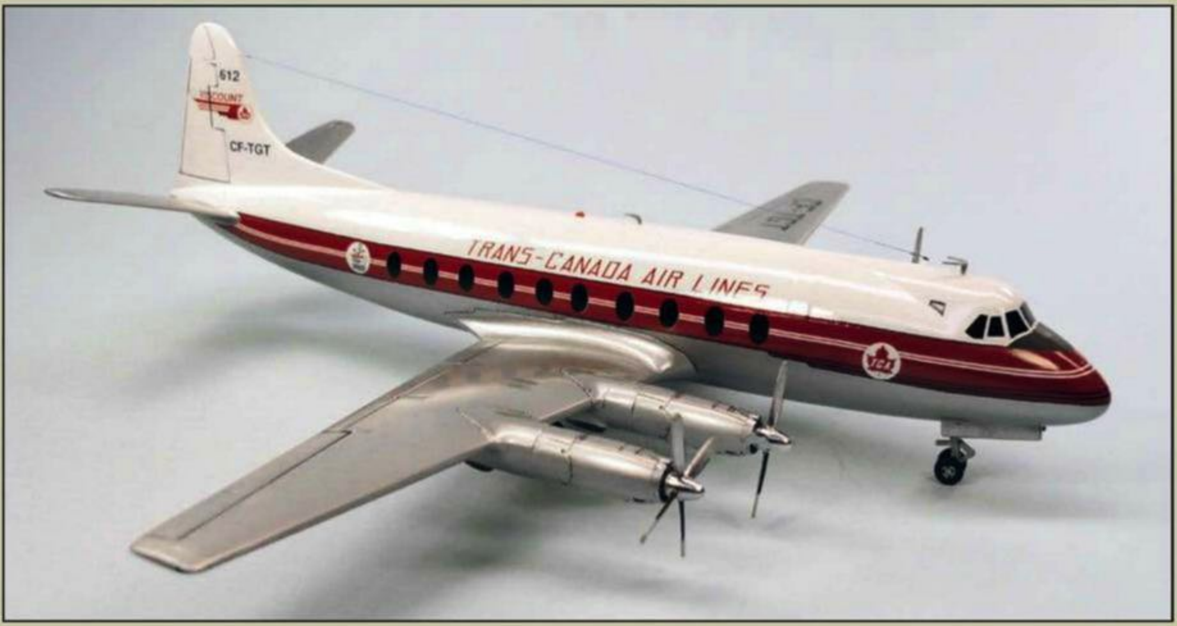


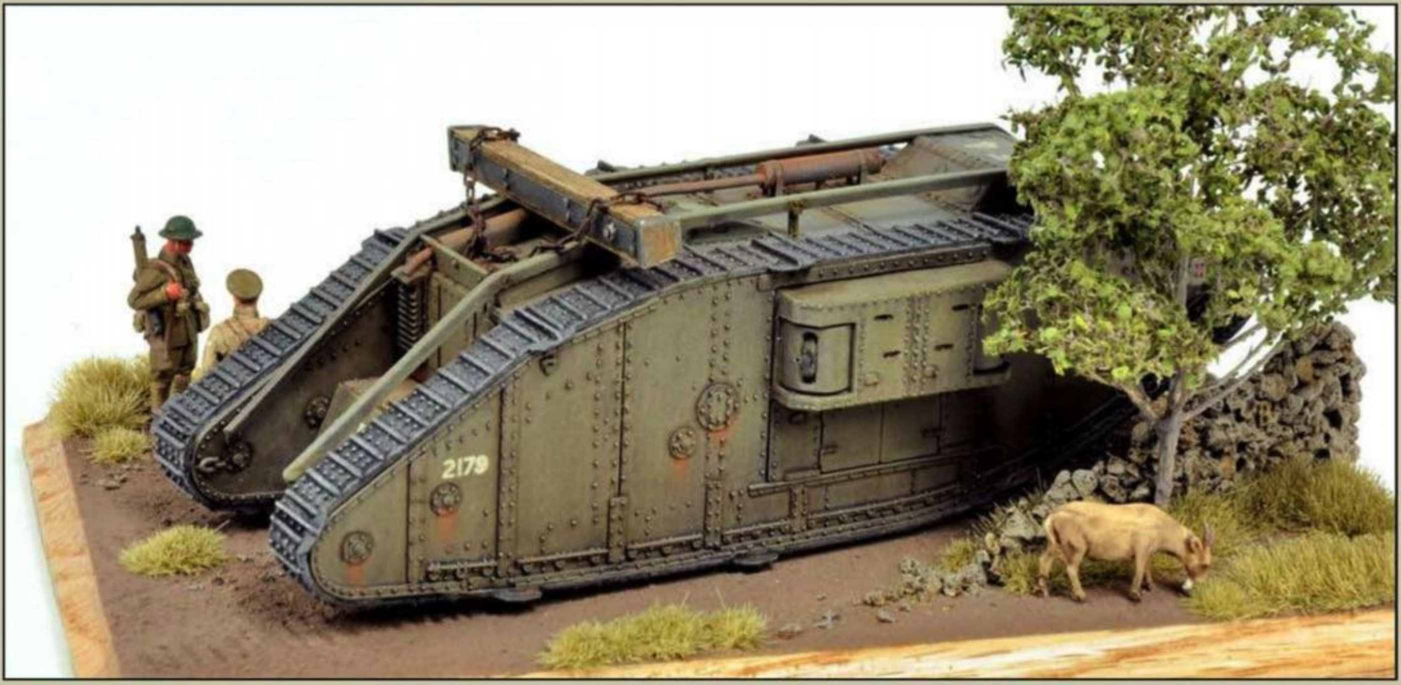
◀ ROBERT DEWOODY, DEBARY, FLORIDA

"This is the Revell Porsche GT1 Evo 1/24 scale kit with the Texaco/History Channel livery as it raced in the 2001 Rolex 24 Hours at Daytona, Fla." Robert says. "I bought and built the model as one of the sponsors was the University of Central Florida, my alma mater."

Reader Gallery

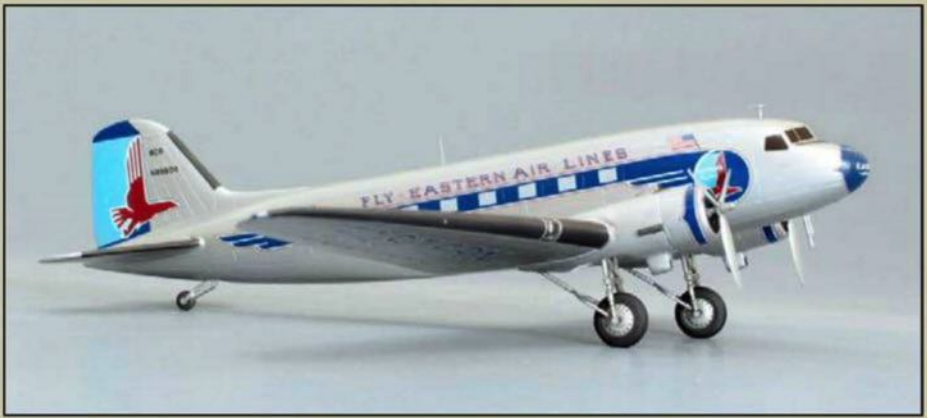
▶ NORM SHEPPARD, SACKVILLE, NEW BRUNSWICK, CANADA
Norm fought his way through the Glencoe (ex-Hawk) 1/96 scale Vickers Viscount kit, finishing with Alclad II metal finishes and Tamiya paints and using Glencoe TCA and Airline Hobby Supplies window decals. He says, "It was built as a Christmas present for my sister, who flew on these many times in the 1950s and '60s."

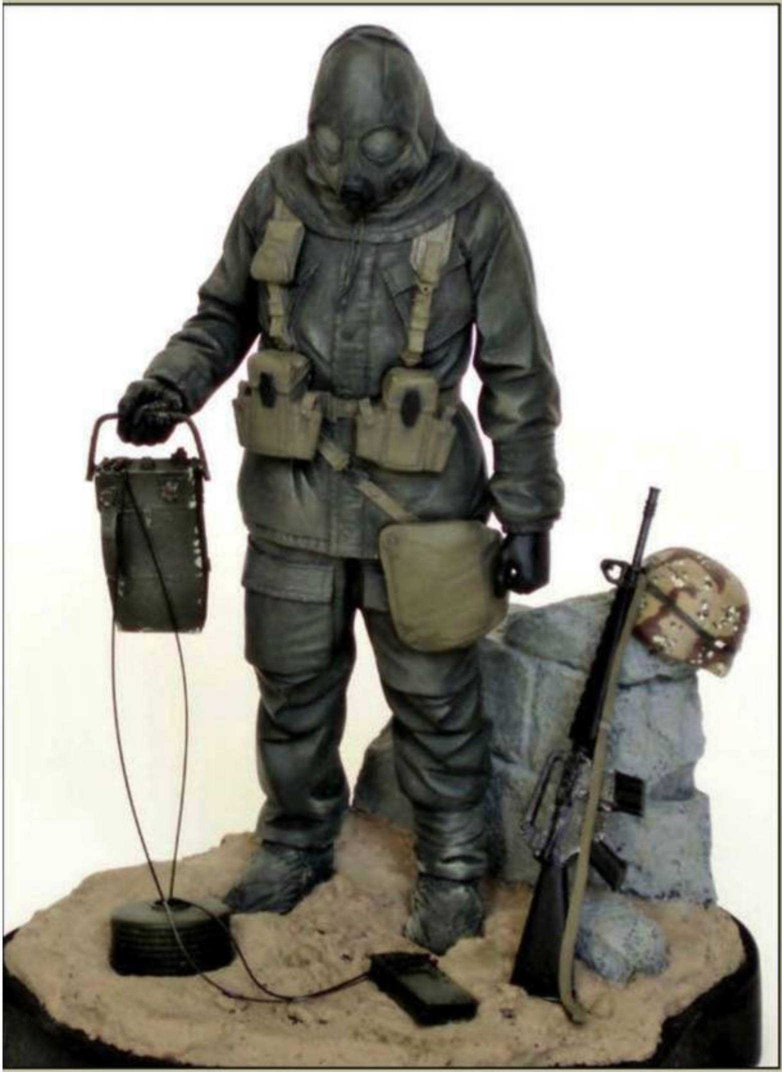




▲ MIKE FLECKENSTEIN FREDERICKSBURG, VIRGINIA
"This 1/72 scale vignette depicts a British Mk.IV Female tank, *Flirt II*, on the road to Cambrai in late 1917," Mike says. Emhar's kit is attended by metal figures from W^D Models of Wales. Mike added brackets and a pin for the towing pintle, a storage bin, and traction cleats for the tracks.

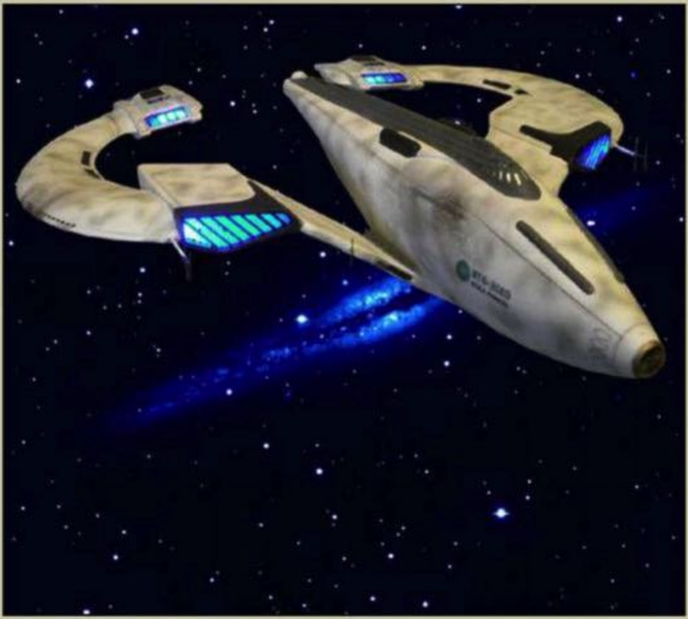
▶ PAT HAWKEY TEMPERANCE, MICHIGAN
Of the Minicraft 1/144 scale DC-3, *FSM* author Pat says, "It has some minor shape issues, and the wheels are fictitious, but you get the idea." Eastern Airlines flew Douglas' venerable airliner from 1936–1953.

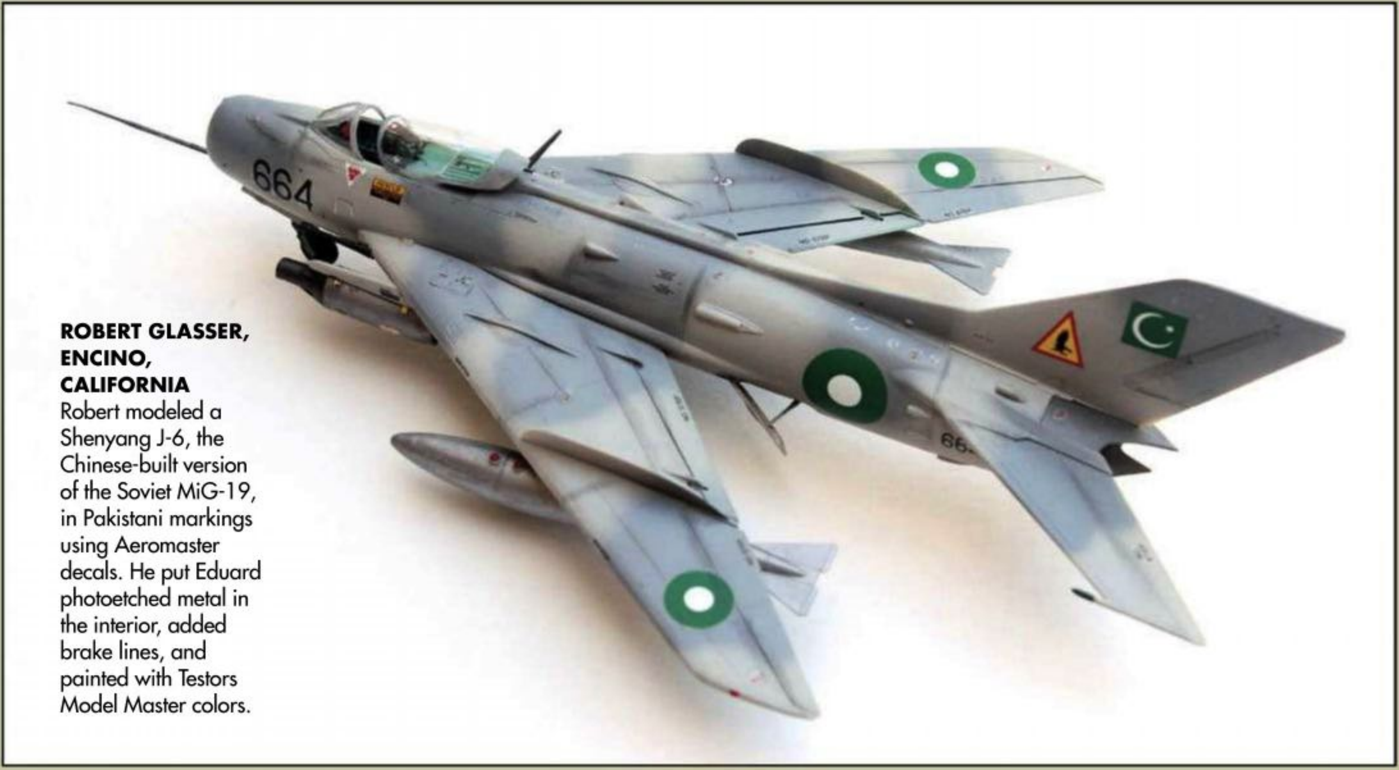




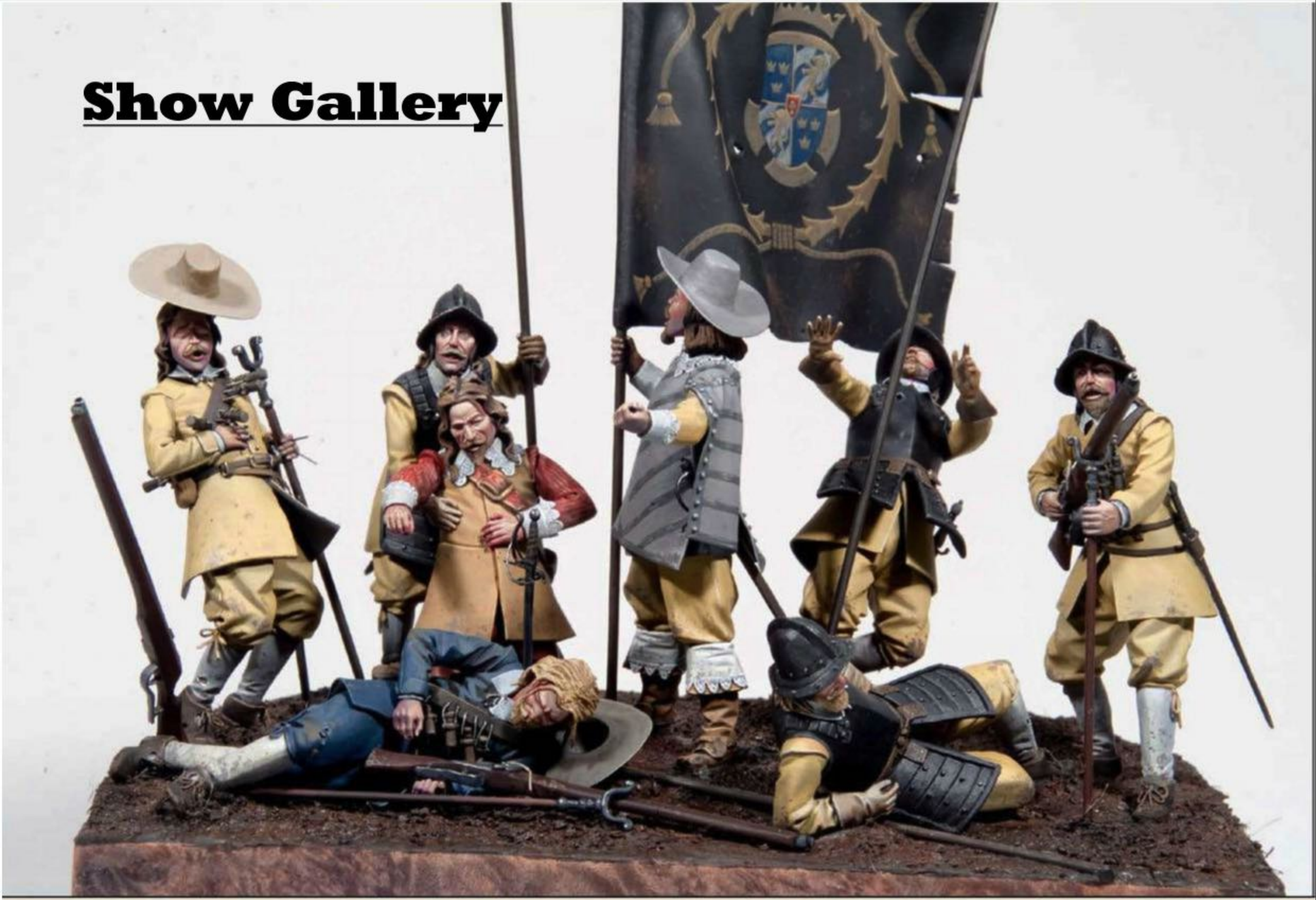
◀ TRAVIS EMMS
ADELAIDE, SOUTH AUSTRALIA, AUSTRALIA
Travis airbrushed Verlinden's 1/16 scale Desert Storm CBRN (Chemical, Biological, Radiation, and Nuclear) soldier with Tamiya acrylics and hand-painted fine details with an 000 brush and a toothpick. He bought the figure on eBay: "I couldn't resist bidding on it," he says.

▼ MICHAEL MARTINEZ
GAINESVILLE, FLORIDA
To make the "Galaxy Quest" starship resemble a nachtjäger, Mike airbrushed gray/green camo and made his own decals. Photetched metal forms the engine grilles, antennas, and front sensors; the craft is lighted with blue and white LEDs. Before he used Photoshop to place it in space, he inflicted battle damage on the starboard side by hand-brushing alcohol in a pattern on the wing and fuselage, then flash-burning it into the desired shape. "Do this outside, please," he implores.





ROBERT GLASSER, ENCINO, CALIFORNIA
Robert modeled a Shenyang J-6, the Chinese-built version of the Soviet MiG-19, in Pakistani markings using Aeromaster decals. He put Eduard photoetched metal in the interior, added brake lines, and painted with Testors Model Master colors.



MMSI 2011

Each October, Schaumburg, Ill., plays host to the Military Miniatures Society of Illinois' annual show, which attracts hundreds of the world's best figure modelers and painters to display their creations. *FineScale Modeler* associate editors Tim Kidwell and Aaron Skinner set up the *FSM* photo booth at the 2011 show. These are just some of the images they captured.

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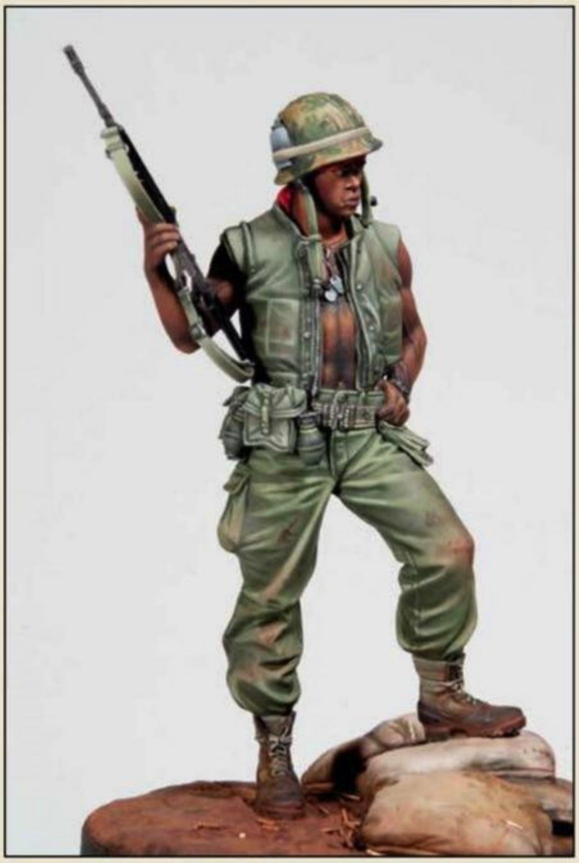
To see more of these and other models from MMSI 2011, visit FineScale.com/OnlineExtras.

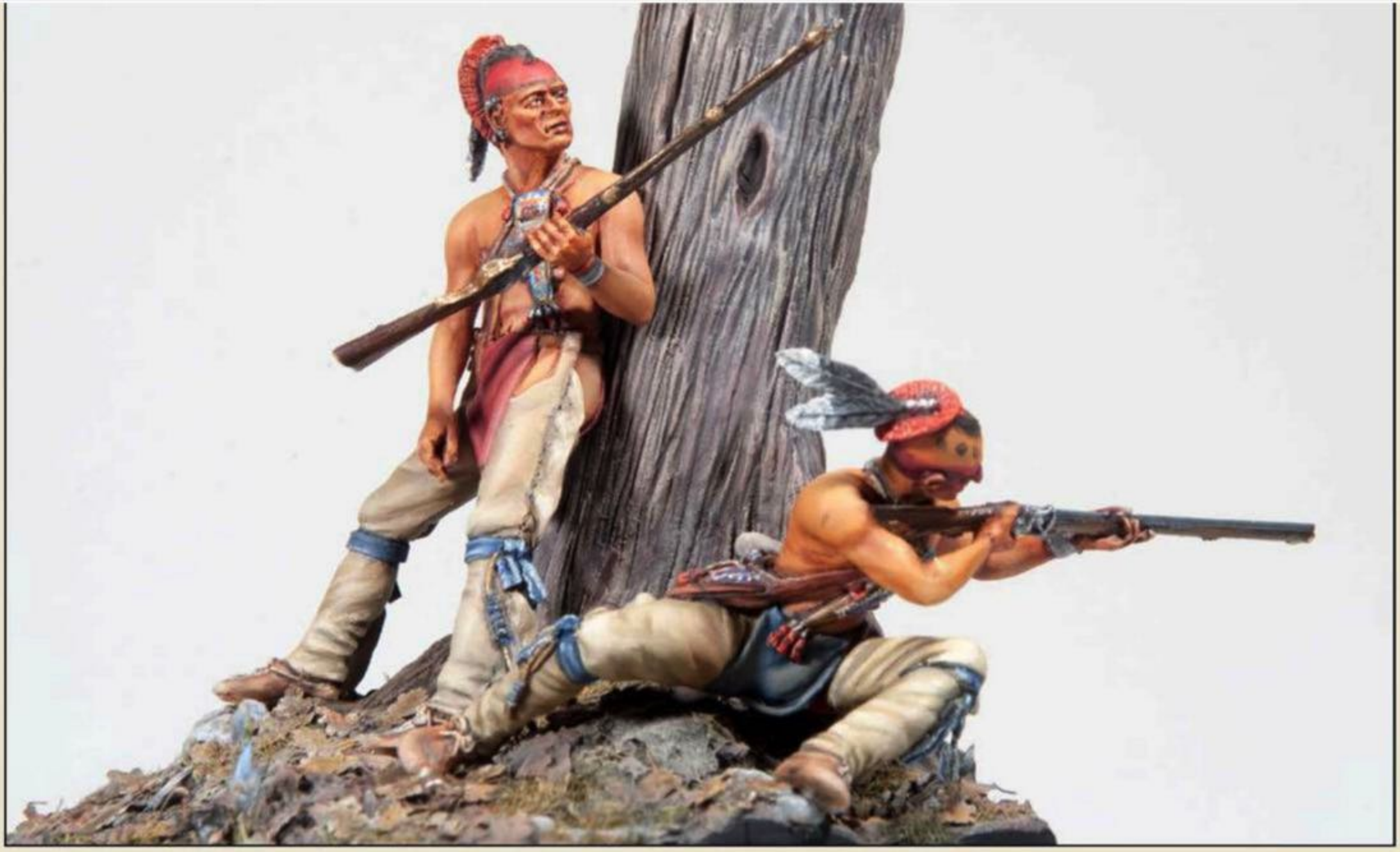


▲ JASON WHITMAN
BATH, MICHIGAN

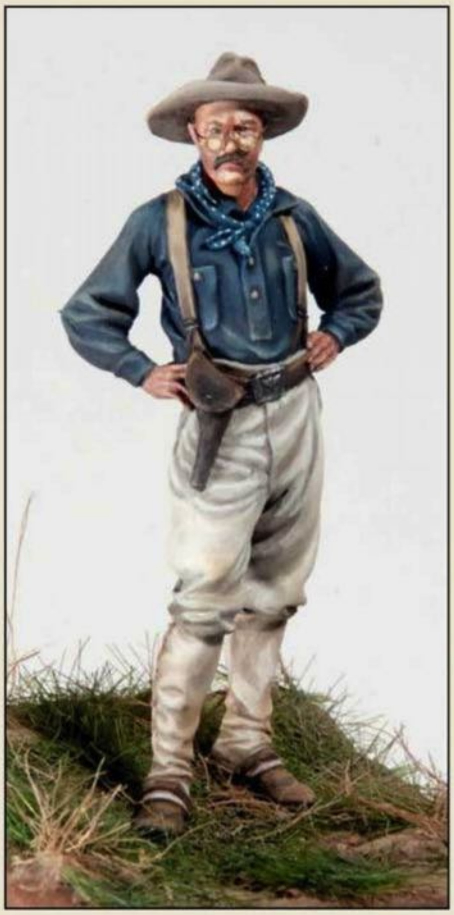
Jason's 54mm diorama, "They Did Not Back a Single Inch," shows the final moment of Swedish King Gustavus Adolphus' Yellow Regiment at the 1632 Battle of Lützen during the Thirty Years' War. The figures are Aves Apoxie Sculpt and Kneadatite epoxy putties, but the heads are modified Historex and Hornet items. He painted with acrylics from Reaper, Vallejo, and Andrea Miniatures, then weathered with Andrea inks and Mig Productions powders. The base is Apoxie Sculpt topped with dirt pressed into the fresh putty using a stone for texture.

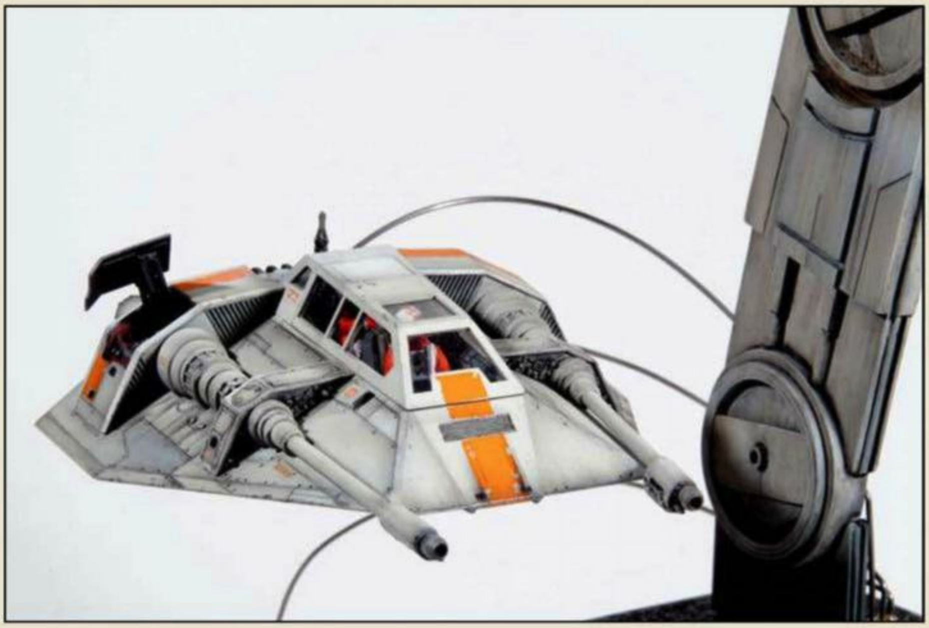
◀ SCOTT PRIMEAU
ST. PAUL, MINNESOTA

Spurred by an interest in the Vietnam War, Scott finished Pegaso's 90mm U.S. Marine at Khe Sanh, 1968, using artist's oils for flesh and Vallejo acrylics for the uniform. He added epoxy-putty sandbags to those molded on the base.



▲ MIKE COBB
CHICAGO, ILLINOIS
Mike finished the Michael Roberts 54mm vignette of the Battle of Bushy Run with Winsor & Newton artist's oils for the figures and Humbrol enamels and oils for groundwork. He embellished the kit base with dried flowers and photoetched-metal plants. Mike says the scene is based on a Robert Griffing painting of the western Pennsylvania battle in August 1763 during Pontiac's Rebellion. At Bushy Run, a British column relieved the garrison at Fort Pitt by defeating a combined force of Delaware, Shawnee, Mingo, and Huron warriors.

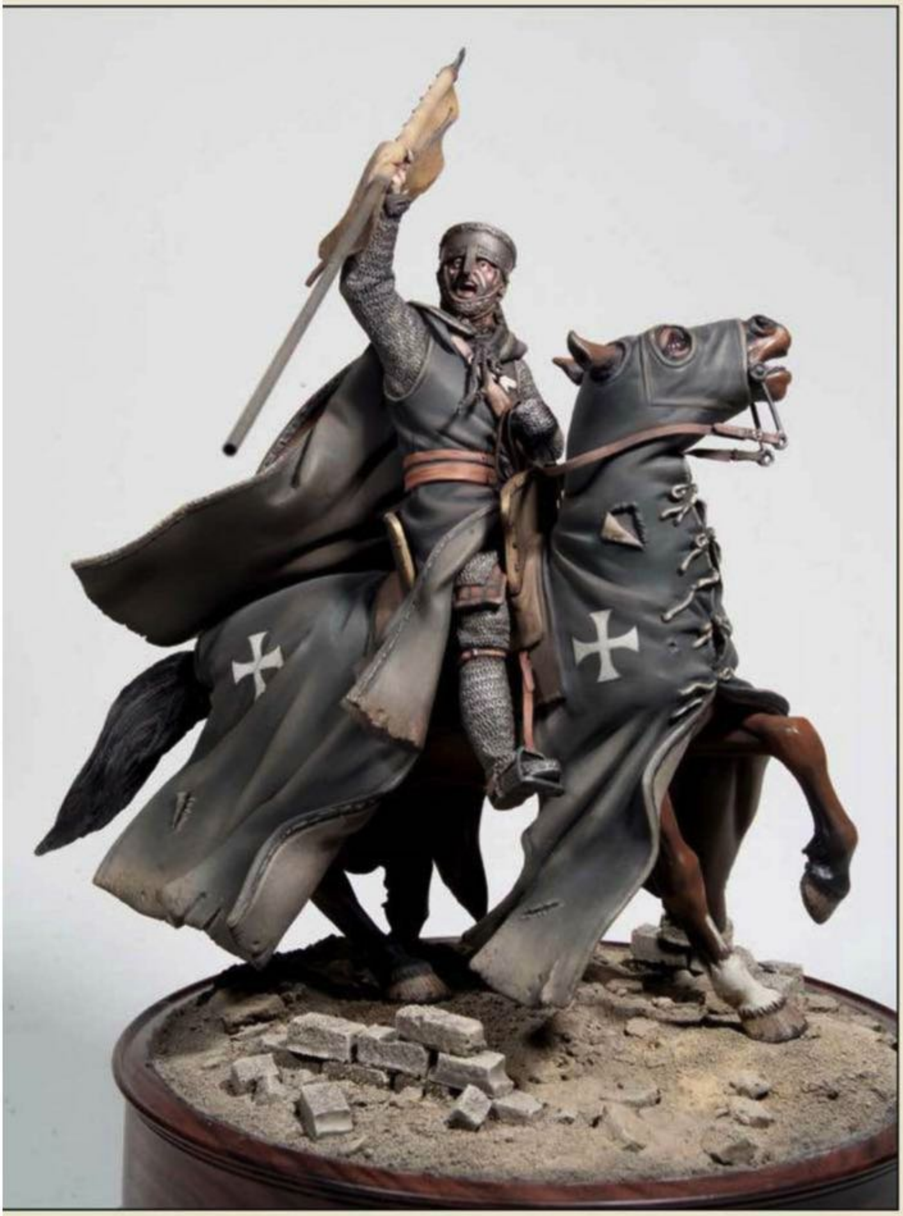


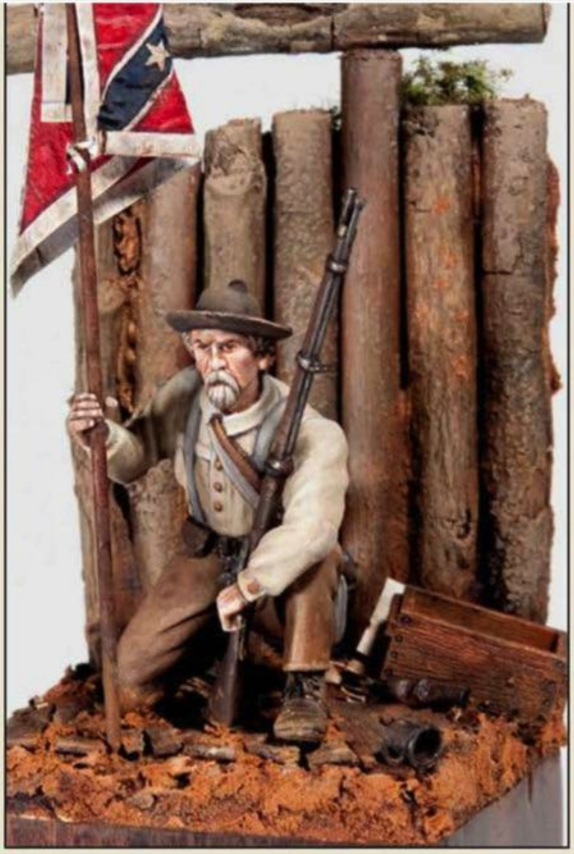


◀ DARREN TICE
ROUND ROCK, TEXAS
Rough Rider, smooth paint job: Darren painted Andrea Miniatures' 1/35 scale Col. Theodore Roosevelt as a member of the 1st U.S. Volunteer Cavalry Regiment using Vallejo and Reaper acrylics. "The base is mesquite I cut at an angle to depict San Juan Hill," Darren says. "The groundwork is Apoxie Sculpt, dirt, rocks, and static grass, with seaweed for the tall grass."

▲ BOB HICKL
BIRMINGHAM, MICHIGAN
After building FineMolds' 1/48 scale "Star Wars" Snowspeeder out of the box, Bob decided he needed a good way to display it. He scratchbuilt a section of an AT-AT leg from sheet styrene, then curved wire around it to support the speeder and replicate the tow cable used to fell one of the Imperial transports during the Battle of Hoth at the beginning of "The Empire Strikes Back."

Show Gallery

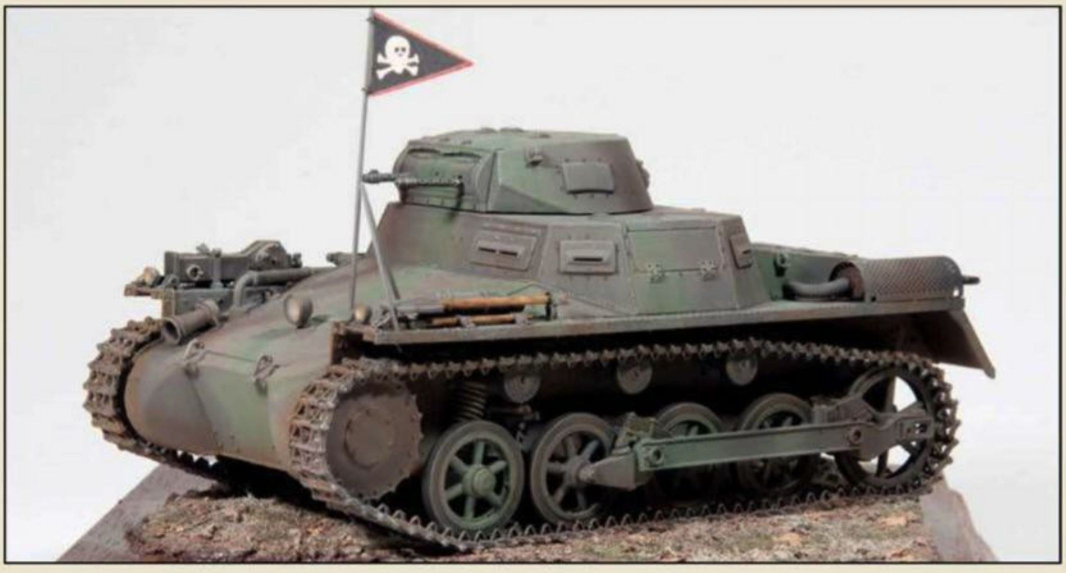


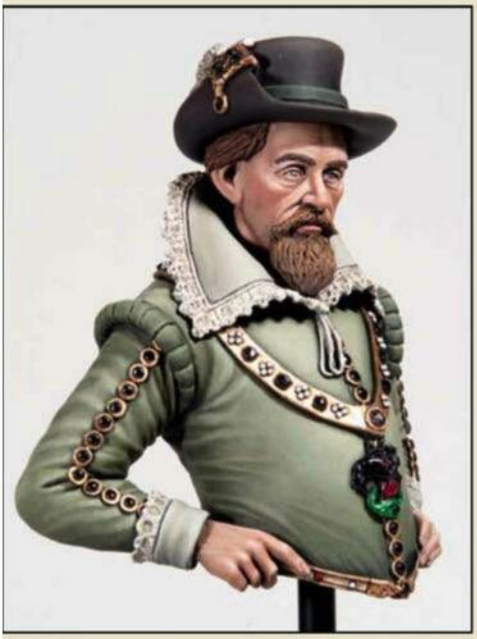


▲ JON HARBUCK
BIRMINGHAM, ALABAMA
Jon modeled a soldier from the 9th Virginia Infantry on the ramparts during the siege of Petersburg, Va., in 1864. He topped the arms and torso from a Michael Roberts 54mm figure with a head from Shenandoah Miniatures. The infantryman is armed with a Michael Roberts rifle, carries a scratchbuilt flag, and is painted with artist's oils over a Vallejo acrylic base coat. Jon scratchbuilt the fortifications, cutting logs from twigs and duckboards from basswood strips.

◀ ANDY GULDEN
TINLEY PARK, ILLINOIS
Andy built and finished Pegaso's 90mm knight hospitaller from the Order of St. John with Winsor & Newton artist's oils over a base coat of Vallejo acrylics. He hand-painted an Arabic slogan on the flag with Vallejo paints over Tamiya acrylics. The base is a mix of Celluclay, white glue, and sand, painted with Tamiya acrylics and weathered with Mig Productions pigments.

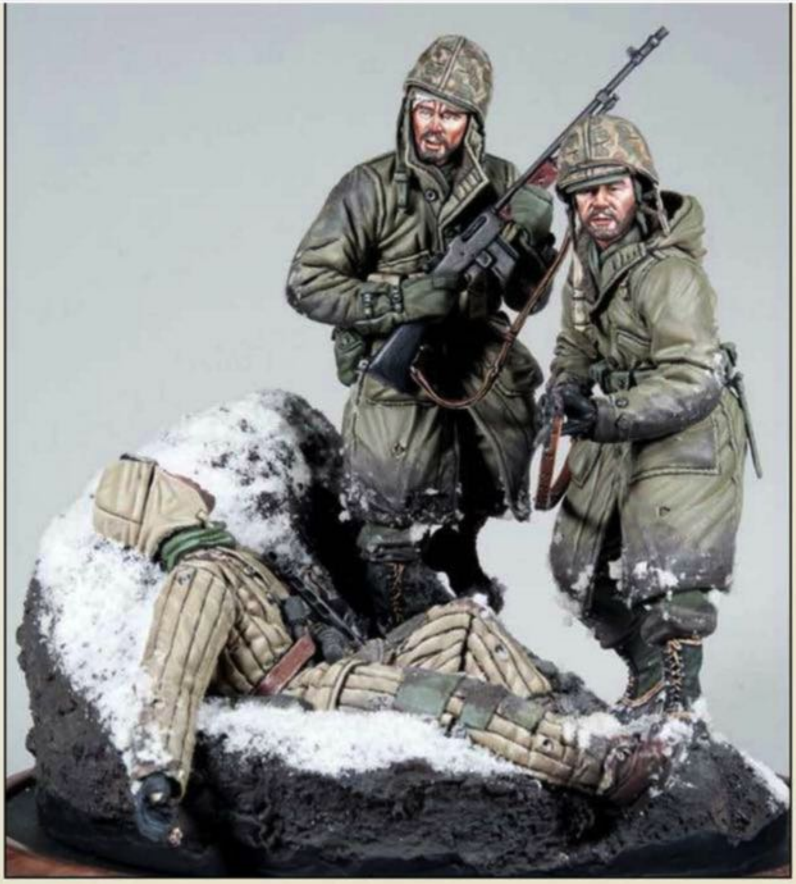
▶ ROBERT RAVER
CRYSTAL LAKE, ILLINOIS
Robert built Dragon's 1/35 scale PzKpfw I Ausf A as a prewar vehicle on training maneuvers. He replaced small items with photoetched-metal from On the Mark and Aber, and scratchbuilt small engine latches and fender connections as well as the flagpole on which he displayed a homemade pennant. After a base coat of Tamiya panzer gray, he mixed Vallejo Model Air colors to paint the green and brown splotches. Robert applied mist coats of Tamiya earth to build up dirt on the lower hull, then added artist's oil for stains and pigments for dust.





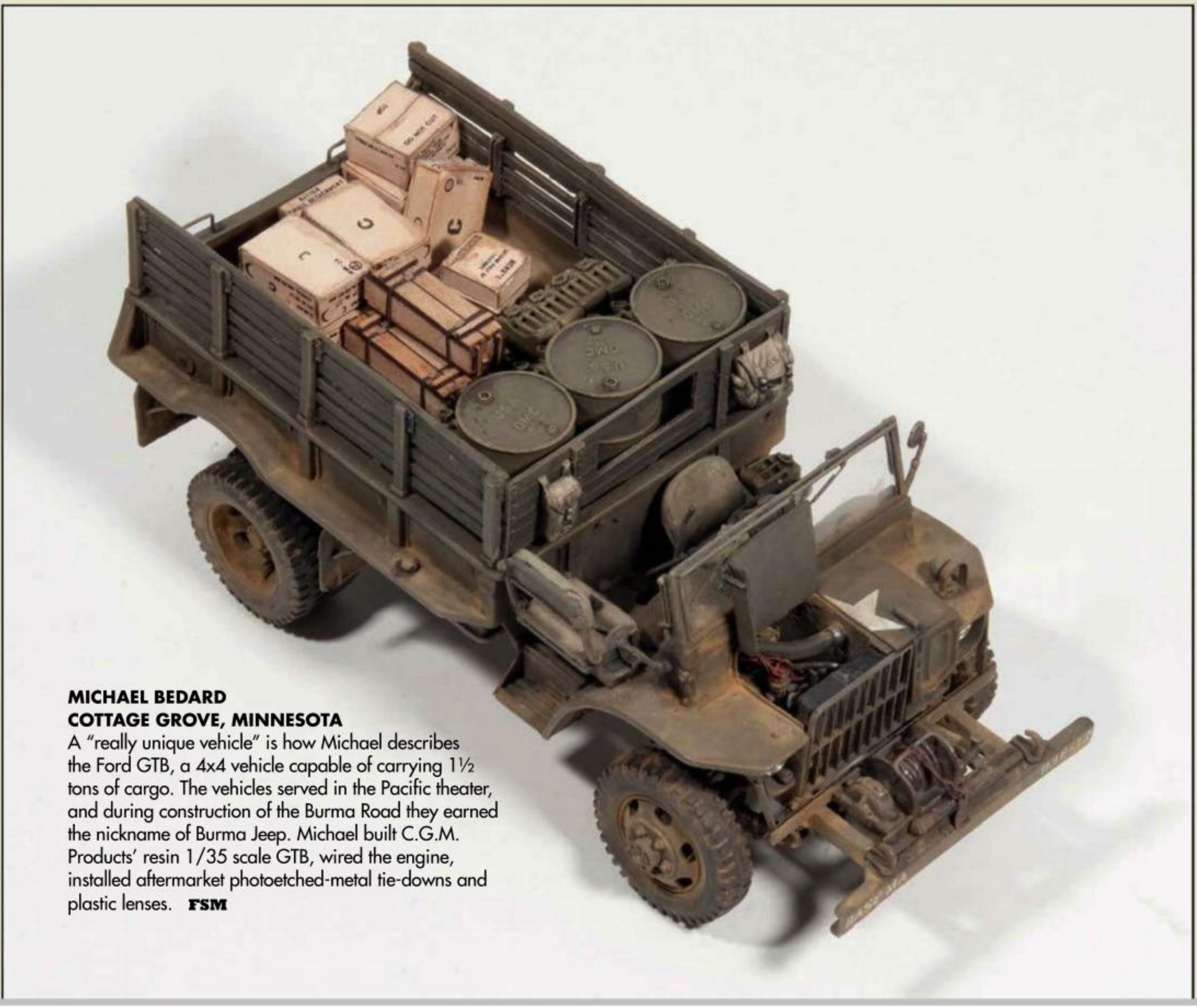
▲ **JASON GREEN**
LIBERTY, MISSOURI

Jason painted United Empire's 1/10 scale resin bust of King James I with Vallejo acrylics.



◀ **DAN CAPUANO**
ASTORIA, NEW YORK

In November and December 1950, the 1st Marine Division was among 30,000 United Nations troops encircled by Chinese forces at the Chosin Reservoir in North Korea. The division suffered heavy casualties before fighting its way out. Dan finished S&T Productions' 1/16 scale vignette, "The Chosin Few," with Vallejo acrylics and a wintry mix of Woodland Scenics Soft Flake Snow.



MICHAEL BEDARD
COTTAGE GROVE, MINNESOTA

A "really unique vehicle" is how Michael describes the Ford GTB, a 4x4 vehicle capable of carrying 1½ tons of cargo. The vehicles served in the Pacific theater, and during construction of the Burma Road they earned the nickname of Burma Jeep. Michael built C.G.M. Products' resin 1/35 scale GTB, wired the engine, installed aftermarket photoetched-metal tie-downs and plastic lenses. **FSM**

Making a good

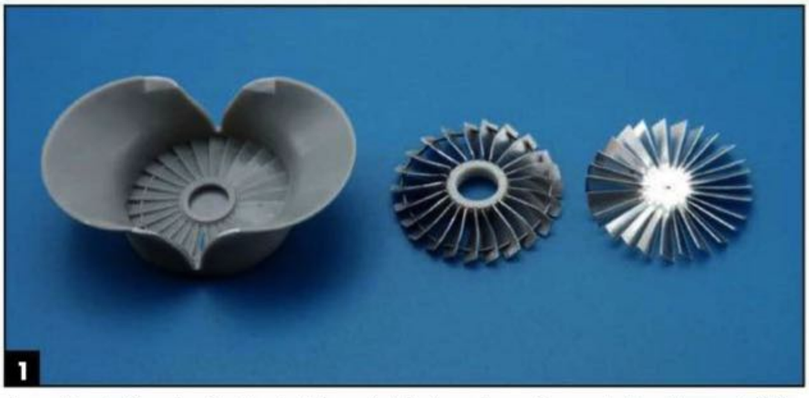
Subtle modifications turn a GR7 into a GR9

BY RICARDO DACOBA

After a career stretching back to the late 1980s, the last BAe/McDonnell Douglas Harrier IIs were retired from the Royal Air Force in December 2010. Similar in design to the AV-8B Harrier II in U.S. service, GR7/GR9s were often operated from aircraft carriers and used as light attack craft in theaters as diverse as Afghanistan and the former Yugoslavia.

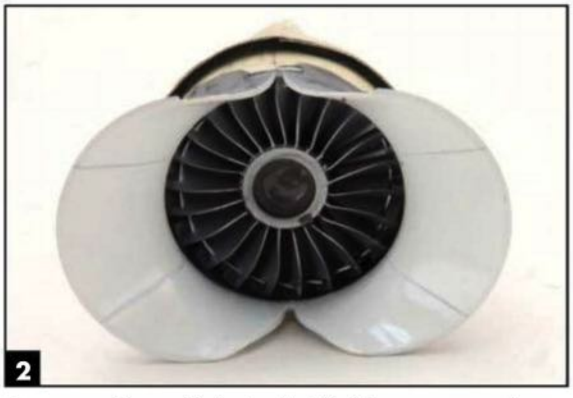
Interestingly, some GR7s were fitted with a larger Rolls-Royce Pegasus 107 engine in preparation for the upgrade to the GR9 standard, which also included avionics and weapons upgrades. Those 7s received the *A* designator and became GR9As. The GR7s that retained the less powerful Pegasus 105 engine, yet received the software and weapons improvements, became GR9s.

1



According to Ricardo, the Harrier's huge intake is perhaps the most attractive part of the airplane. As such, he thought the intake rotor needed improvement and scratchbuilt one from sheet aluminum.

2



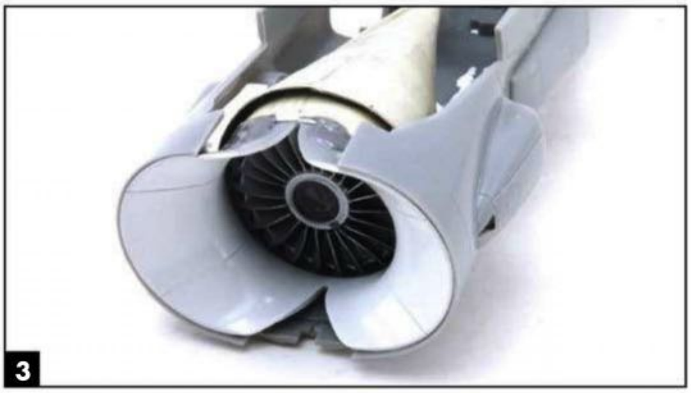
He removed the molded rotor, installed the new one and covered the assembly's rear with a cardboard cone painted black to prevent light from passing through.

Harrier BETTER

Often, it's the small things that count the most. A great kit can get you 90 percent of the way, but, as Ricardo demonstrates, taking the time to make those small changes can turn a good model into an outstanding one.

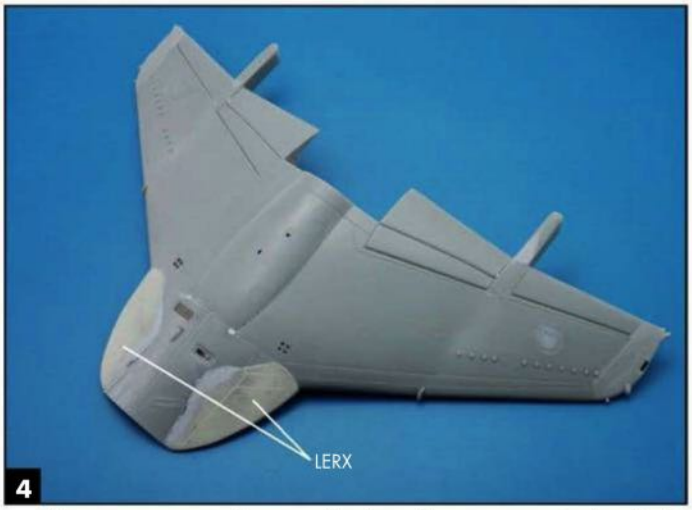
I wanted to build ZG860, a GR9 assigned to armament tests — four Paveway IV bombs in this case — and decided on Revell Germany's 1/48 scale Harrier GR Mk.7/9 kit. Originally a Hasegawa release, Revell Germany's kit is complex, but I think the best option for a Harrier in this scale.

3



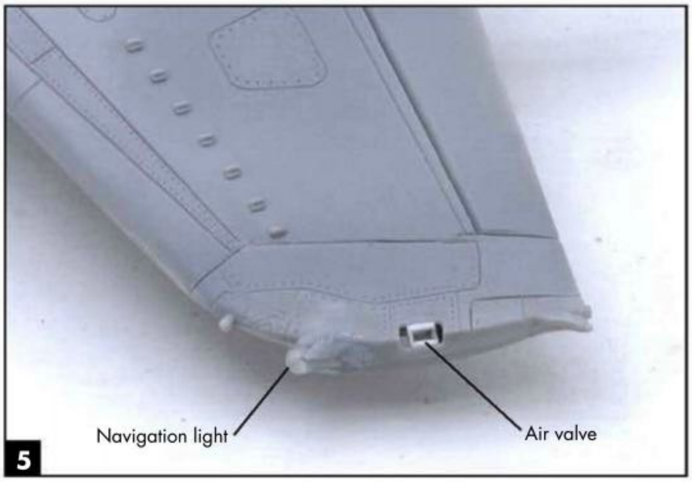
Before gluing the duct and rotor in place, Ricardo test-fitted the parts to make sure they wouldn't interfere with assembling the rest of the fuselage and wing.

4



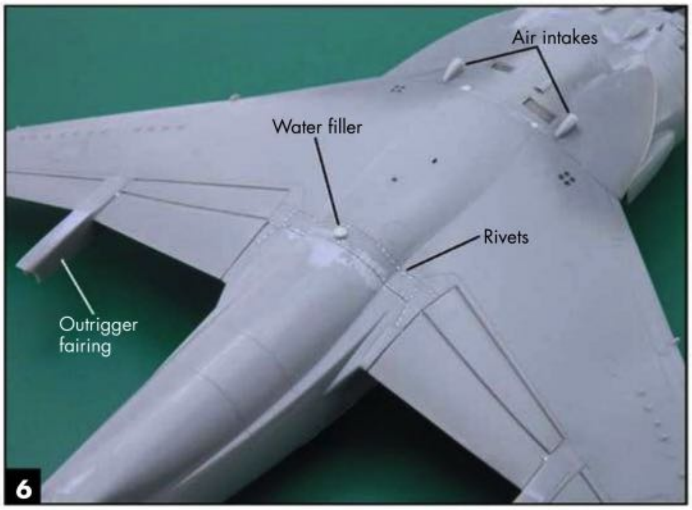
Revell Germany's Harrier has LERX (leading-edge root extensions) molded at 65 percent, appropriate for the up-engined GR9A. Ricardo used 2-part epoxy putty to reconstruct the LERX at 100 percent, common for the GR9.

5



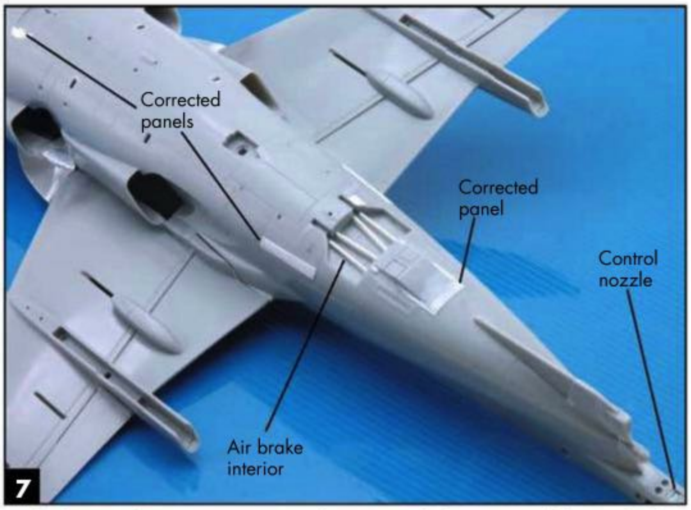
On the wingtips, Ricardo removed and reconstructed the roll control correction air valve with strip styrene. He also reshaped the navigation-light fairings and replaced the molded lens with a dab of epoxy.

6



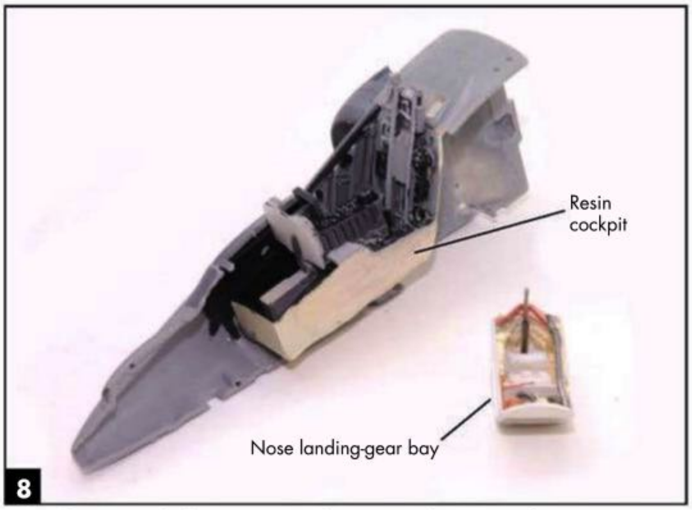
The wing's surface required a number of improvements, including rivets mid-wing, a new water filler, air intakes, and slight changes to the outrigger fairings.

7


Corrected panels
Corrected panel
Control nozzle
Air brake interior

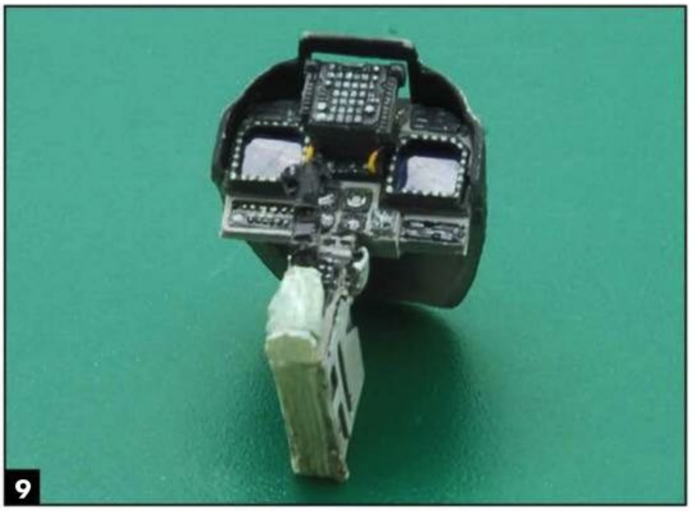
With sheet and strip styrene, Ricardo corrected the interior of the air brake, the rear pitch-control nozzle, and a number of panels to match his research photos.

8


Resin cockpit
Nose landing-gear bay

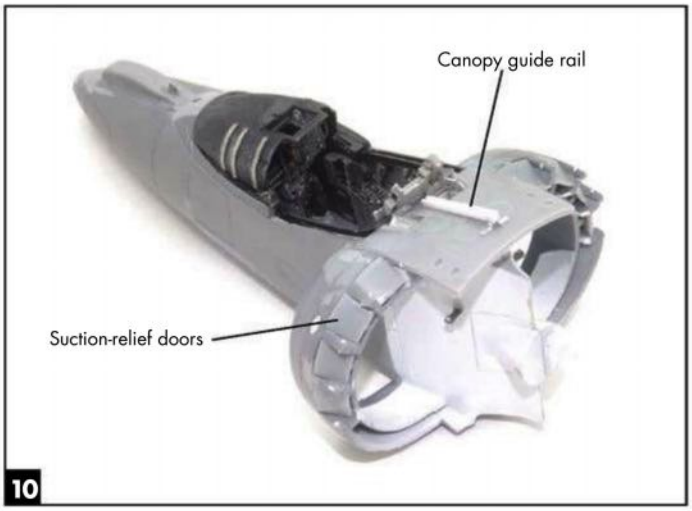
"I used a spare Black Box resin cockpit," Ricardo says. "After narrowing the sides a bit, it fit just right." He also scratchbuilt the bay for the nose landing gear from styrene, copper wire, solder, and resin parts.

9



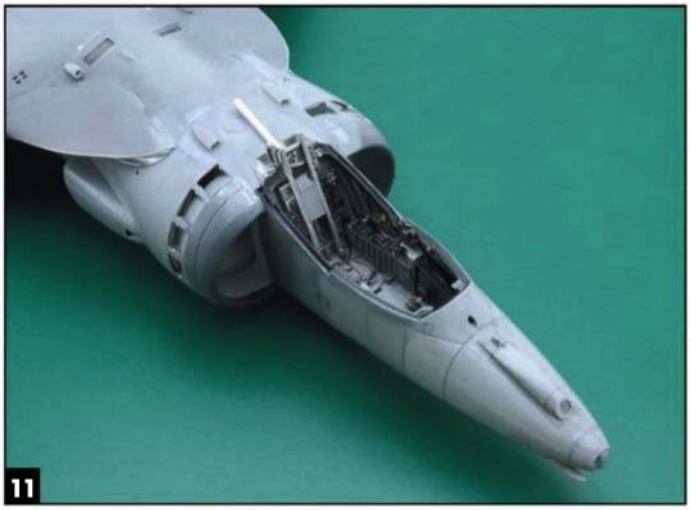
"I improved the kit's instrument panel with some added details made from different materials in the workshop," Ricardo says. "I didn't use any photoetched-metal parts, but the control stick is from Black Box."

10


Canopy guide rail
Suction-relief doors

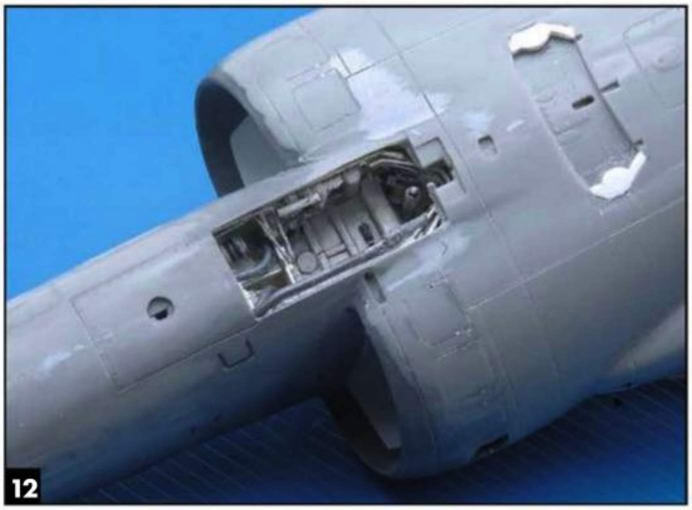
Ricardo built the nose and intakes out of Revell Germany's suggested sequence. "It would have been impossible to attach the suction-relief doors correctly and then paint them if I hadn't," he says.

11

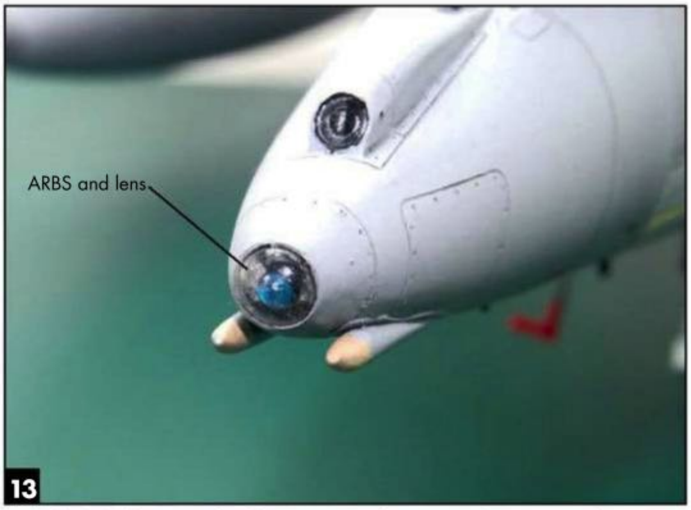


Once the fuselage was completely assembled, Ricardo spent many hours sealing and sanding to get all of the contours smooth. He also installed a canopy guide rail of styrene and brackets made of thin metal.

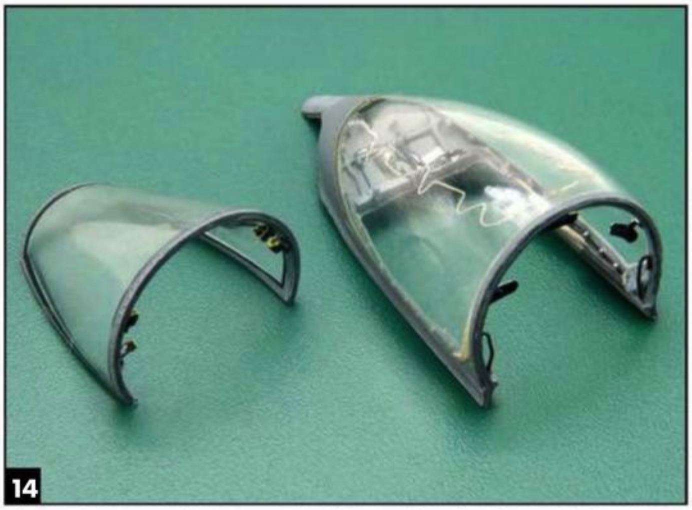
12



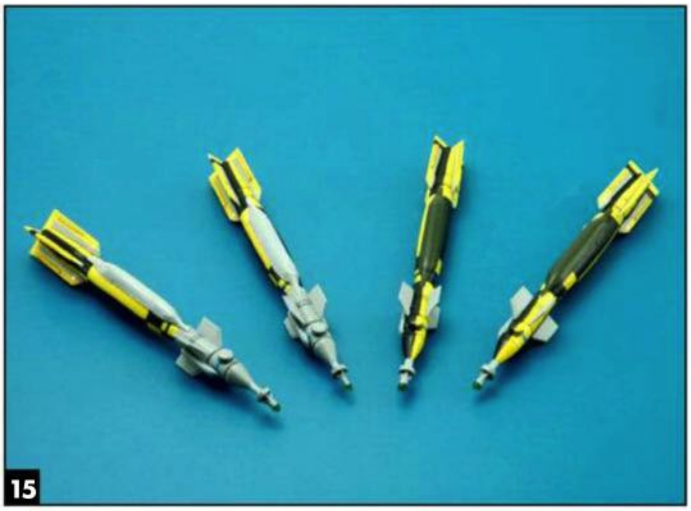
In order to install the nose landing-gear bay, Ricardo carefully removed its door with a scribing tool. Later, he positioned the door open.



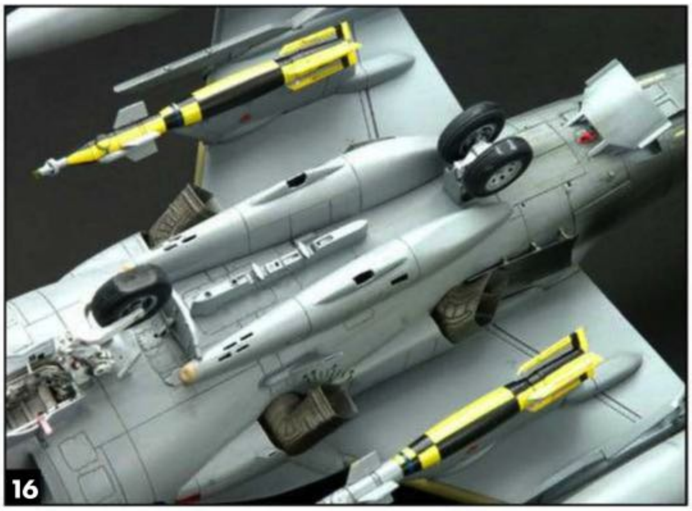
Ricardo built the "eye" for the ARBS (Angle-Rate Bombing Set) with styrene and a motor tool. The clear aperture was made with vacuum-formed plastic.



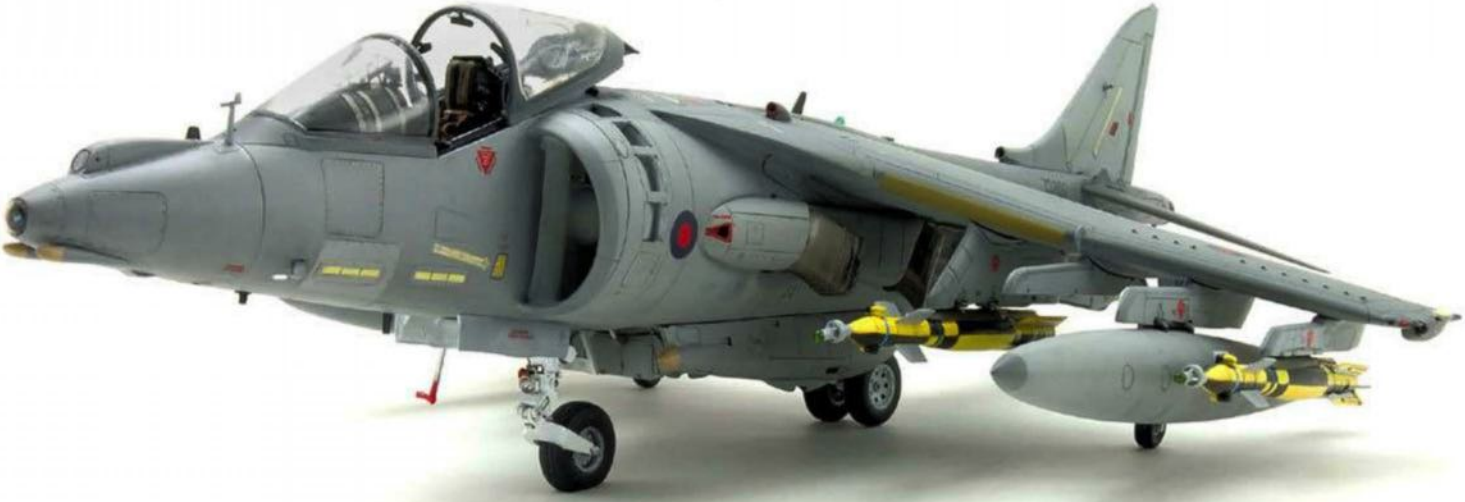
The windscreen and canopy received a complete detailing, including rearview mirrors, internal structures, and handles made from copper wire. The det-cord emergency breaker is a decal from the kit.



Ricardo used plastic Mk.82 bombs as the starting point for his Paveway IVs, adding 30 pieces of styrene to detail the nose and tails of each.



The Harrier's underside is complete with Paveway IV bombs and open landing-gear bay doors in the nose.



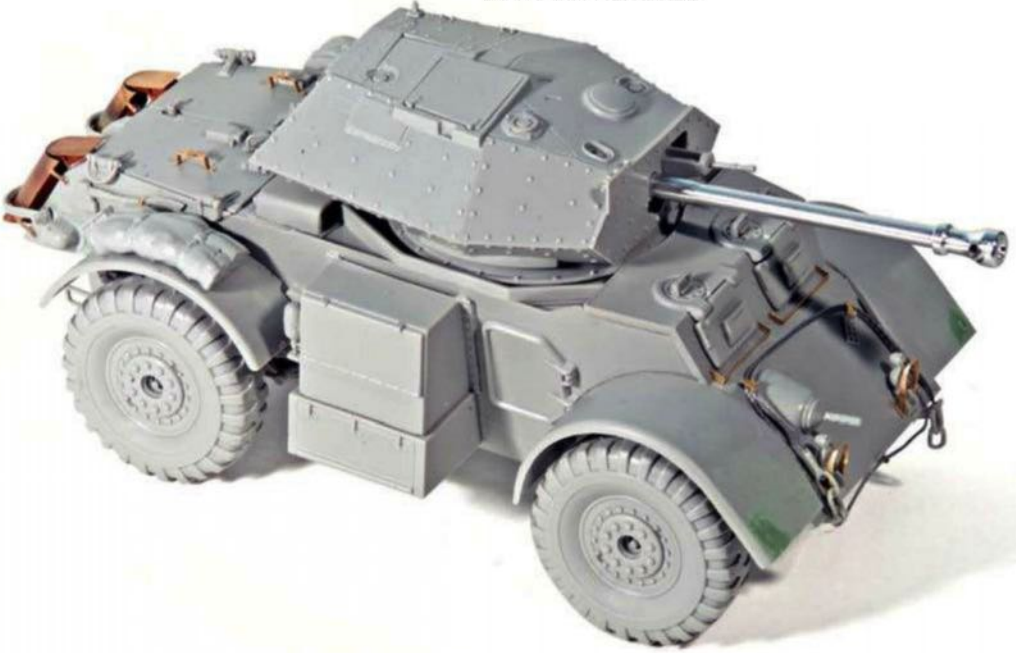
Ready to jump into action! Ricardo finished his GR9 according to photographs of ZG860 that he found online. He used Tamiya neutral gray and dark sea gray acrylic paint, each with a touch of white. This allowed him some tonal variation to simulate weathering and maintenance. He finished the landing gear with white and a wash of Tamiya smoke. Lastly, he applied a coat of Testors ColorArtz matte clear. **FSM**

SCALE MODELING
ESSENTIALS

Basics for building an ARMORED CAR

Part 2: Preparing parts and making them stick

BY MARK HEMBREE



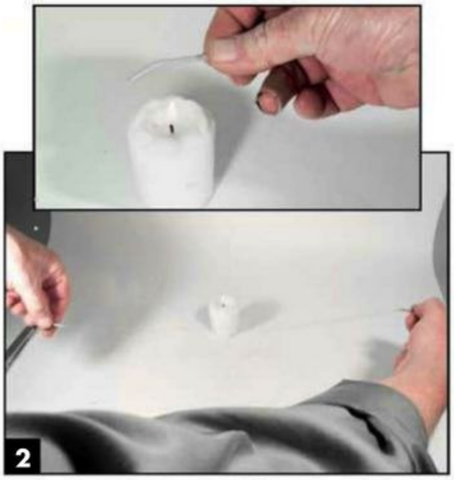
The Staghound was built by Chevrolet but served Great Britain and Canada in the Lend-Lease program. Rarest was the Mk.III (only 32 were built), with a surplus Crusader turret and 75mm gun. The war ended weeks after Mk.IIIs arrived in the field, but I built it as a fighting vehicle anyway. I decided to reinstall the machine gun in the bow, as others who used it in combat did years later.

Athletes famously play one game at a time … music students learn their first scales one note at a time … and great models are built with care to each piece. With that approach, even beginners can assemble a darned good-looking model. It's not impossibly difficult. It just takes time — which, after all, is the idea of a hobby in the first place.

Beginning Italeri's 1/35 scale Staghound Mk.III (kit No. 6478) in the last issue, I took the time to make sure the multipiece hull was square and sturdy enough to withstand subsequent handling. Strength remains important as I proceed, because there's still a lot to do — and having to backtrack due to breakage is not my idea of a good time. So, I'll take liberties with the assembly sequence whenever it means that I can gain strength and easier handling by doing things in a different order.

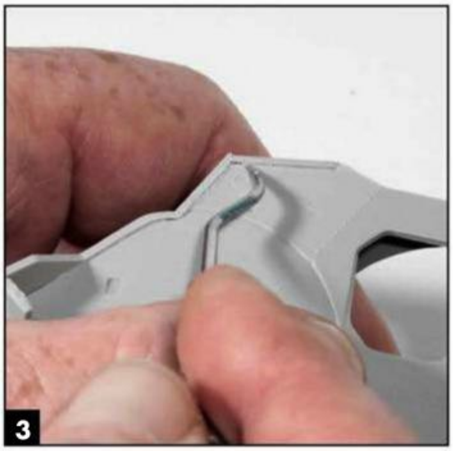
1

There is what looks like an ejector-pin mark at the top of the port side hull — or is it? Photos of some Staghounds showed an antenna mounted there. I finally sanded it off, but not before checking my references to make sure I should.



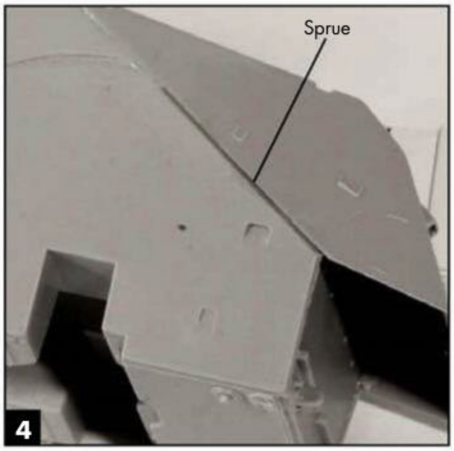
2

To stretch sprue, cut a straight segment from the parts tree and hold it over a candle flame until the plastic droops a little. Then pull the ends apart; the faster and wider you pull it, the thinner the strand of sprue will be.



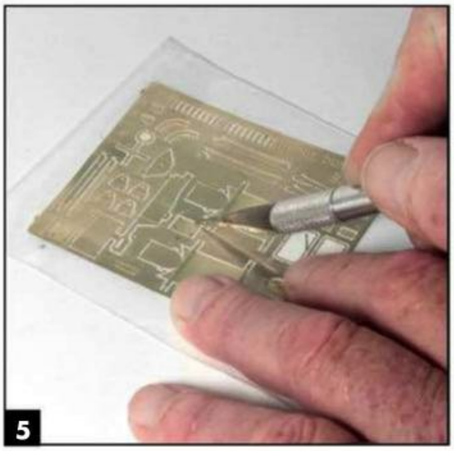
3

I doused a length of sprue with Testors liquid cement, waited for the plastic to soften, then sculpted it with a dental probe (a hardware store bargain-bin special) to replicate a weld bead.



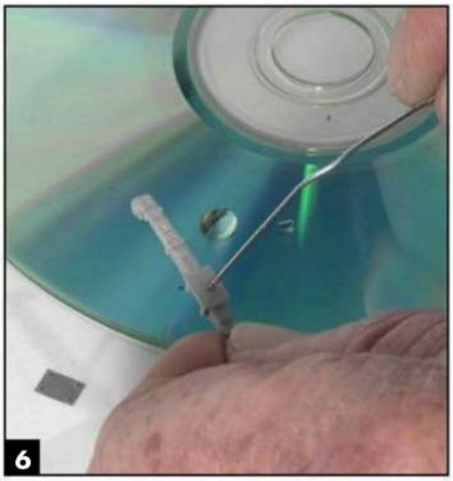
4

Another segment of sprue plugged a gap between plates on the rear hull. Here, the object was simply to keep daylight from showing through.



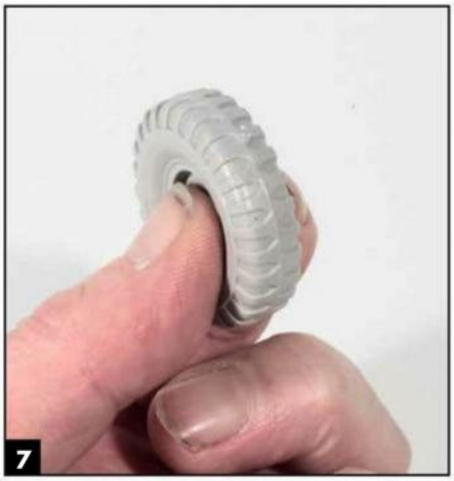
5

One photoetched-metal mounting plate coming up: I cut through the bag to keep the part from springing free and flying away.



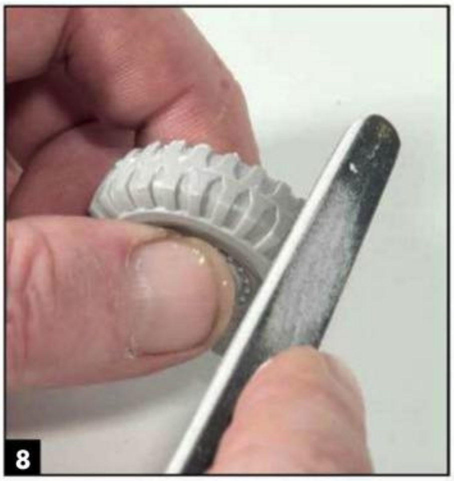
6

Attach photoetched metal with super glue. A CD makes a nonabsorbent palette for the glue; a paperclip holds just a tiny drop.



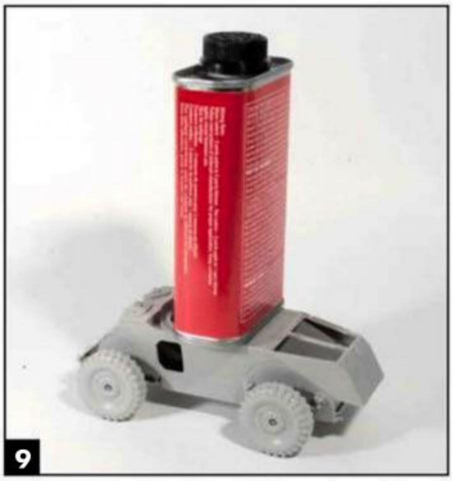
7

Liquid styrene cement is best for joining plastic pieces that should look like a single piece when finished. Note the melted styrene oozing from the seam of these tire halves.



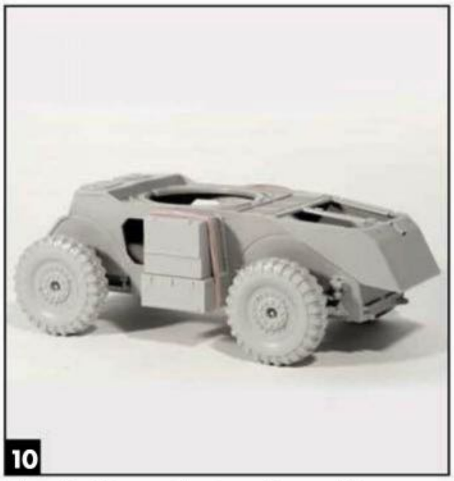
8

When the glue and melted styrene have dried, sanding easily makes the halves look whole. Count your strokes to sand evenly and avoid reshaping the tire.



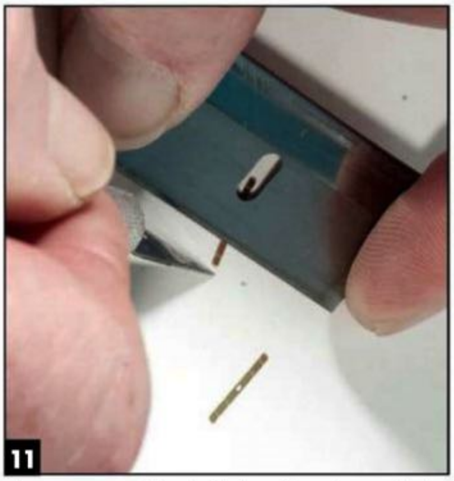
9

Earlier, I tacked the suspension together with liquid styrene cement and skipped ahead to the tires. Now, I reapply cement to the suspension's attachments (except the axle ends); dry-fit the wheels; add weight to level the suspension; align the wheels; then call it a day.



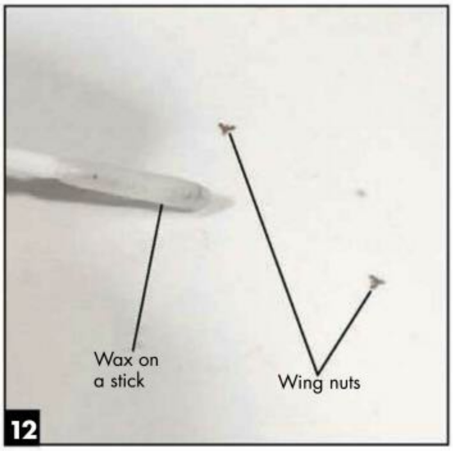
10

The Italeri kit provides Canadian markings, so Canadian stowage is appropriate (bins rather than the fuel tanks often seen on the sides). Adjusting rubber bands put force where I wanted it to make the bins do my bidding.



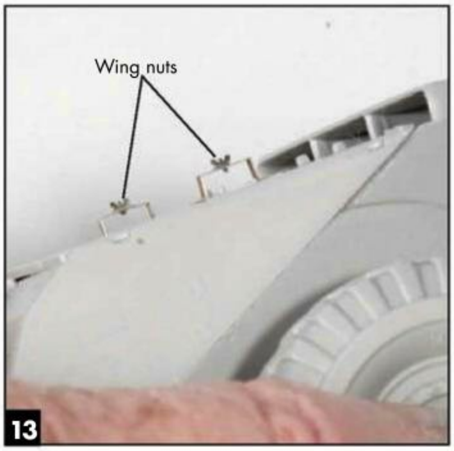
11

There are special tools for bending photoetched-metal grab handles, but razor blades serve for simple bends.



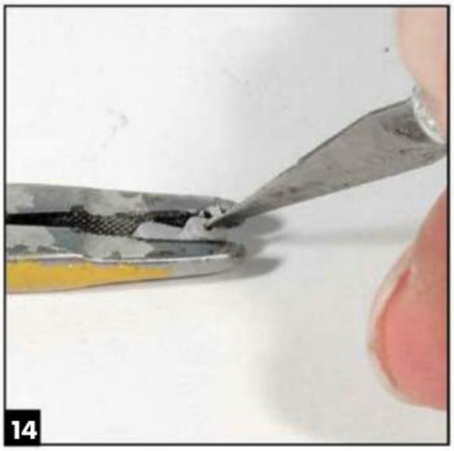
12

If you took my tip from Part 1 and are now wearing magnifying glasses, you'll see those two little specks are wing nuts. Scale Motorsports "Grabit Stix" help pick up such puny parts.



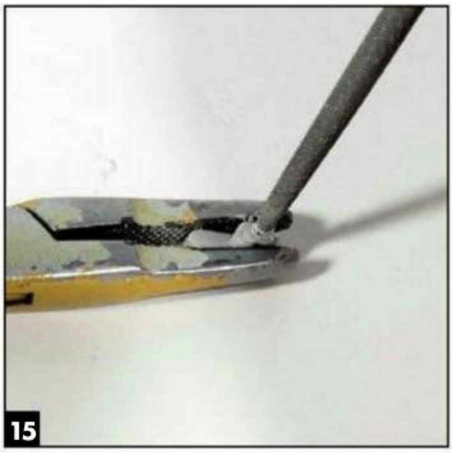
13

See? Those really are wing nuts!



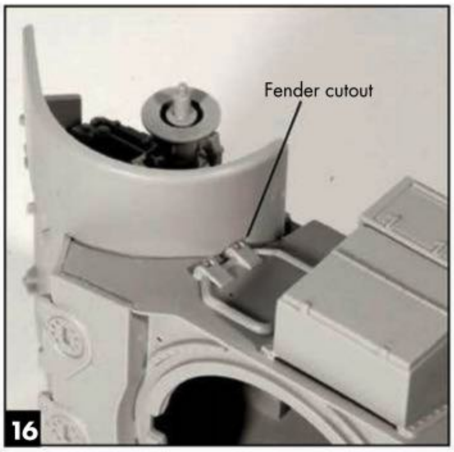
14

L-shaped pieces passing through each rear fender were hollow castings (apparently fuel-line conduits). To suggest this, I hollowed their ends. Holding the piece with a hemostat (safety first), I began with a hobby knife.



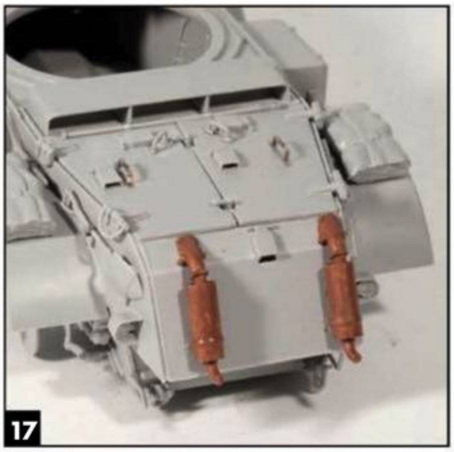
15

Twirling a metal file expanded, rounded, and smoothed the opening.



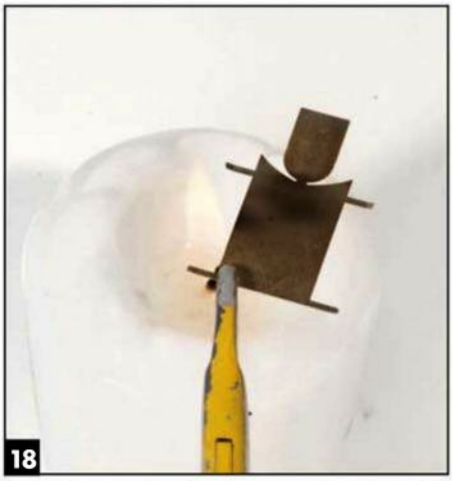
16

The fenders are attached in Step 8 of the instructions. But I also mounted the hatches from Step 12 to help locate the front fenders and ensure their cutouts matched.



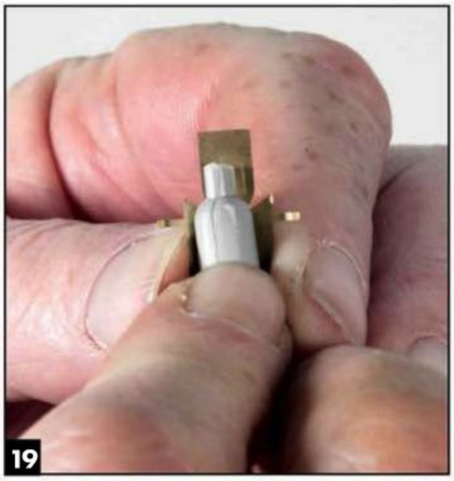
17

The manifolds and mufflers will be partially visible inside photoetched-metal shrouds, so I brush-painted them with Polly Scale rust (No. F414323).



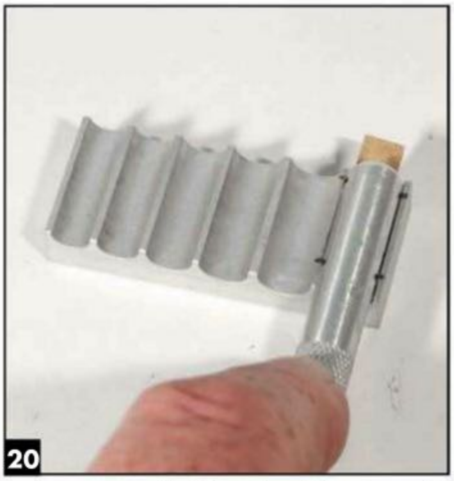
18

Annealing metal makes it more malleable. Hold the metal over a flame until it begins to discolor — and, silly as it sounds, don't forget it's hot!



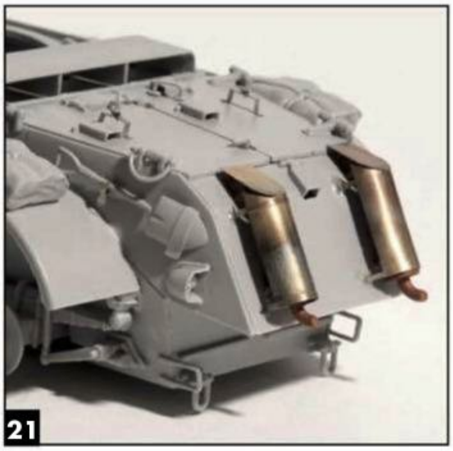
19

One of the kit's sprues provides a bending form for the manifold/muffler shrouds. I used it to get the bend going …

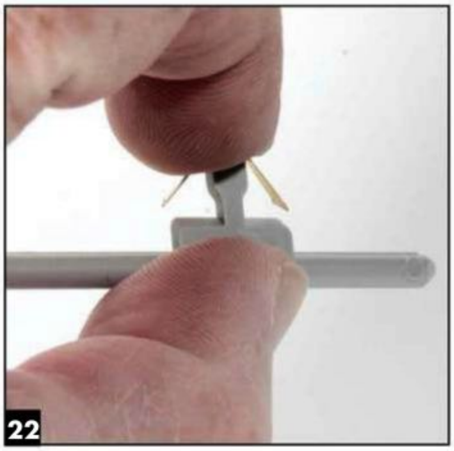


20

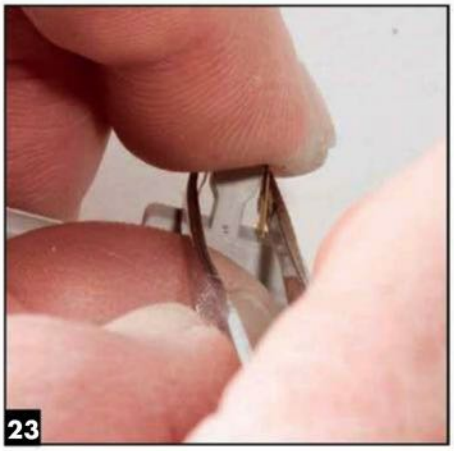
… but a purpose-built form from 3Detail came in handy — and the handle of my hobby knife made a perfect mandrel for shaping the metal.



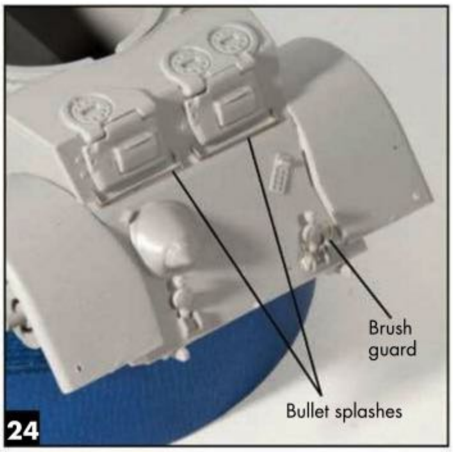
Although many pictures show Staghounds without these, it's easy to see how the shrouds would act as heat shields.



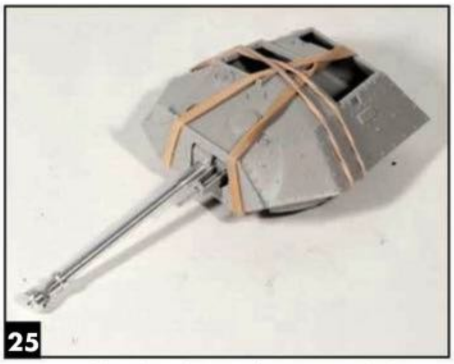
Again, a sprue provides a metal-shaping form, this time for the brush guards. I started by making sure the top was centered so the legs would be equal when I bent the piece.



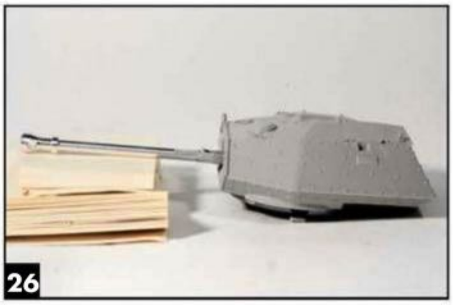
A tweezers helped force the metal into shape around the form.



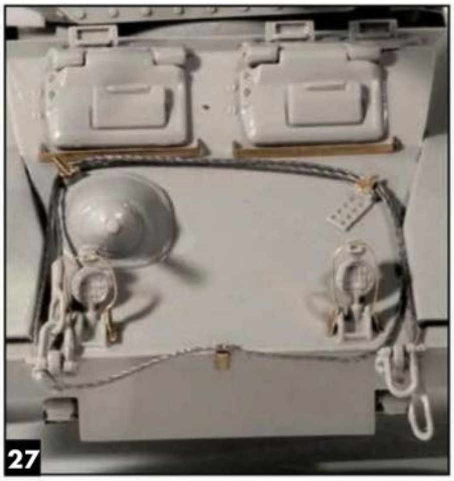
Brush guards don't have to be perfect; they were always bent out of shape. Although the kit provided photoetched metal for the inner frames with the front hatches open, with no interior to see I kept them closed.



Again, rubber bands exert force as needed to make the turret plates settle in.



The weight of the turned-aluminum 75mm barrel was too much for the friction fit of the trunnion. So, I glued the barrel in place and stacked Post-it notes under it for proper elevation.



The kit provides a nice-looking cable for the glacis plate. I placed other items, then attached one cable end, measured, cut the cable to length, then attached the other end. But if you're smarter than me, you'll paint the cable first! **FSM**

www.FineScale.com

I capped a machine gun mantlet, changed my mind, and mounted the gun. To see how, visit www.FineScale.com/OnlineExtras.

SOURCE

Rollmade II semicircular form, 3Detail, www.umm-usa.com

Which glue will do?

YOU NEED DIFFERENT GLUES for the various applications that arise as a model is being built. For instance, some people will use epoxy putty for large or irregular seams. Other times, white glue or "clear-parts cement" is appropriate for windows, canopies, etc. I usually use two or three different types of glue:

- Liquid styrene cement for: multipiece assemblies requiring adjustment, like tank tracks or the Staghound's three-part mufflers; flush fits or halves, like the two-piece tire/wheels; welded or bolted assemblies, such as the hull joints and suspension.
- Super glue for: parts with small attachment points; parts that have a standoff or are freestanding without locating holes or pins; disparate materials, such as photoetched metal, aluminum, or resin castings.
- Super-glue gel, especially for free-standing parts with small attachments; allows you to tack a piece in place; can fill gaps.

COMING UP: PART 3

In the May *FineScale Modeler*, we'll fire up the airbrush, put on the primer, and start painting this Staghound.

Questions & Answers

A clinic for your modeling problems

By Mark Hembree

Painting instrument panels

Q Can you advise on the most effective way to paint a realistic 1/48 scale aircraft instrument panel? I've tried a variety of different techniques, none of which have been very successful.
– Richard Davenport
Lansing, Mich.

A The techniques vary according to the nature of the piece. You didn't tell me what sort of panel you are working on, so I'll give a general answer.

Some instrument panels are blank; decals are used to replicate the instruments. Others have engraved or raised molded detail. For those, I like to paint the dials first, wait for them to dry, then use drops of liquid mask to keep them covered while I paint the main console color. As soon as that is dry, remove the masks and you should find the instruments cleanly edged. There are several liquid masks; some people use white glue (like Elmer's) or even rubber cement. The ideal stuff will peel away in one piece without lifting paint from the surface beneath it.

On the other hand, some people like to paint the main color first, then return with a tiny brush or perhaps even a fine-point marker or artist's pencil and paint or color the dials.

For instruments with raised details, I like to paint the main color, dip a toothpick in a metallic color (silver or steel, perhaps), remove most of the paint from the pick, then roll it lightly across the high spots, being careful not to touch anything else.

And then there are photoetched-metal sets with pre-painted instrument panels. These are hard to beat; it's nearly impossible to paint details that fine. You can see some of these at www.eduard.com.

A nice final touch is to lay the panel flat and apply tiny drops of Pledge Future floor polish, a gloss clear, 5-minute epoxy, or white glue to replicate glass lenses on the instruments.

Reusable doors?

Q Is there a tool available that allows one to turn a door engraved in plastic into an open door?
– Glenn Wilder
Desert Hot Springs, Calif.

A It depends on what sort of opening you are talking about and whether you mean to preserve and reuse the cutout. If you were going to simply cut out the door and replace it with another part, you might use a motor tool to thin the plastic, then trim it out with a saw and finish with a hobby knife and more sanding.

If, on the other hand, you want to cut out a door or hatch and reuse the cut-out piece, the challenge is to preserve the plastic. Your best bet is probably to use a hobby knife and gently scribe repeatedly with the back of the blade until you have gone through the plastic. The more gentle and gradual you are, the better your chances of removing the cutout with minimal damage.

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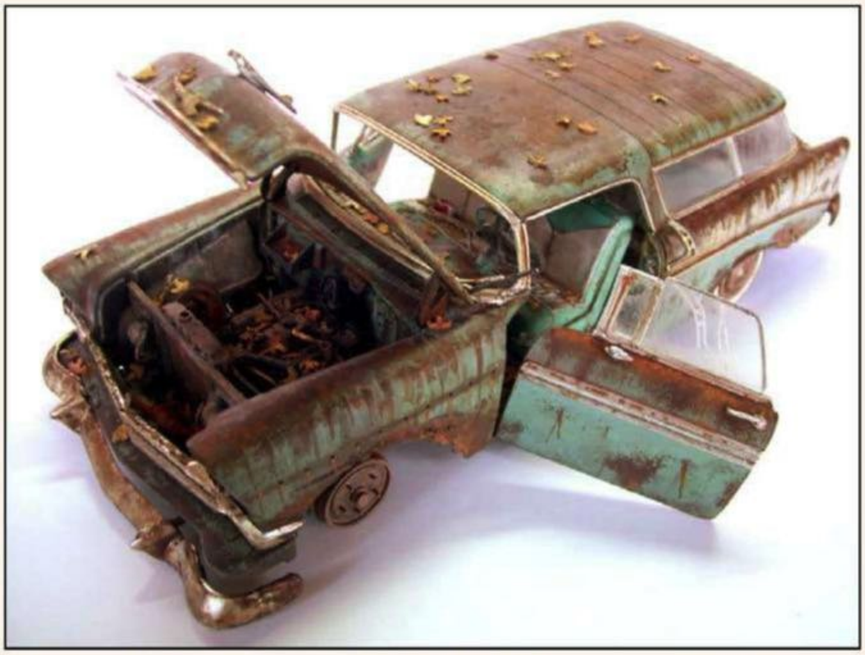

When Nomads go bad: Karl Logan explains how his '56 Chevy wagon got this way in an article in the November 2008 *FSM*. Order back issues through our website or by calling customer service at 800-533-6644 (262-796-8776 international).

Building a beater

Q I want to apply paint chipping to my model. I'm wondering in which order I should proceed. Do I apply a dark wash first, or the chipping?
— *Lester Earl, Sparta, Tenn.*

A The answer to your question is yes. Paint chipping, corrosion, and other distress or fatigue can be applied in several layers. You can apply the colors you want to show through, apply a "release agent," overcoat with the finish color, then peel, rub, or scrape off the top coat to reveal primer or rust beneath. Then you could do a dark wash and selectively apply bright metallic chips here and there to replicate newly bared metal. One master of these techniques is *FSM* author Karl Logan, who uses hairspray as the release agent for massive corrosion. He applies other layers of failed paint as well. The Chevy station wagon in the photo above is explained in the November 2008 *FSM*.

Tamiya paint returns

Q I really like Tamiya paints, especially that Fine Surface Primer, but I've had a hard time finding it anywhere. Any suggestions?
– *Tim Ferguson*
Fond du Lac, Wis.

A Last year, for a while, Tamiya was required to postpone imports while it printed new labels for its paints and primers to put warnings and instructions in English. That issue has been resolved, and Tamiya products have flowed back into stores. If there's something you can't find, ask someone at your local hobby shop. Some products may be back-ordered, but they eventually will be available.

The right pressure?

Q I recently purchased an Iwata Revolution CR 4500 airbrush online and I was wondering what compressors would be best suited for it. I have read many reviews and no two of them seem to agree on the proper air pressure required for it. I have not received it yet, so I have not read the Iwata manual, but I was wondering if you had any insight. Thanks for all the help you have given me.
– *Paul Llano*
Virginia Beach, Va.

A The pressure you use to airbrush can depend on the type of paint, the work you're doing, the effect you are trying to achieve, and the way you like to paint. Most people go with 20–25 pounds per square inch. But there are exceptions. Some will dial down to 15 psi or lower for detail work; others may blast away at 35 psi. Practice and experiment to find what works best for you. **FSM**

IN THE NEXT *FSM*

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Reader Tips

Solutions and innovations

By Aaron Skinner

Cleaning airbrushes with a brush

Cleaning the small parts of your airbrush can be tedious. So, go to an art-supply store and buy a boar's hair paintbrush. This stiff-haired brush comes in several sizes with different bristle lengths. It is perfect for getting into and cleaning out tiny crevices and parts with any cleaning solution.

– Gregory Tarris
Allendale, N.J.

Clean fogged chrome parts

Using any type of super glue around chrome or clear parts can cause a nasty fog to develop, marring the parts. I found this particularly annoying on a recent build of Tamiya's 1/6 scale Harley-Davidson FLH Classic — there's a lot of chrome on it, and several places fogged.

I found a solution: I dip one end of a cotton swab in rubbing alcohol and wipe the affected area. While the part is still wet, use the other end of the cotton swab to dry the chrome. No more foggy chrome! Don't rub the chrome too hard or you may scratch the surface.

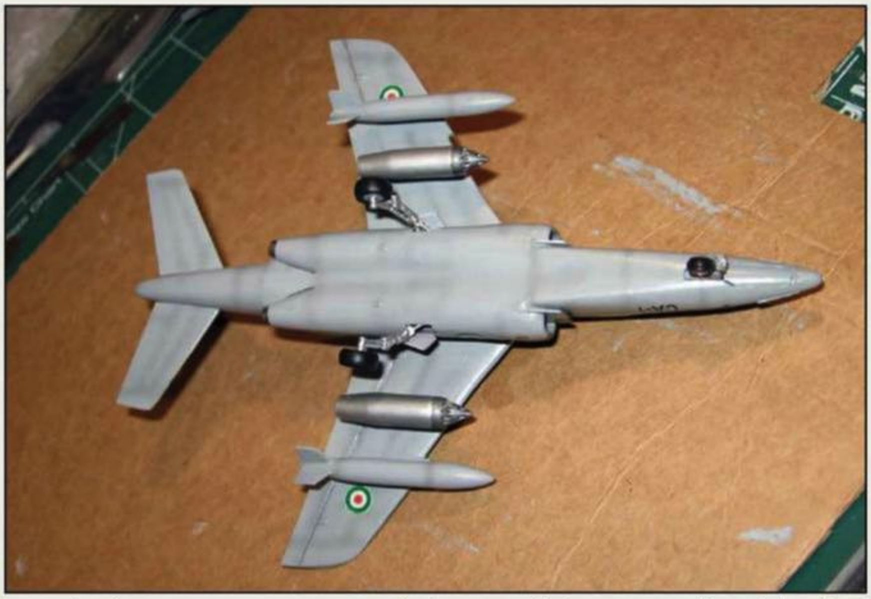
– Darren Bishop
Albuquerque, N.M.

Keep those spray cans spraying

Here is something for all of us who use spray cans. We all know it is essential to keep the nozzle cleared out after use to avoid problems next time you use the can. Most manufacturers recommend inverting the can and spraying until no paint comes out.

I have found a better, cleaner way to do this. Rather than turning the can upside down and wasting loads of paint and propellant, I simply pull off the nozzle and soak it in lacquer thinner for about 60 seconds. (Don't use high-strength thinner — regular- or medium-strength will work fine.) While the nozzle is soaking, I take a little thinner and wipe off the valve stem (the little tube coming out the top of the can). I remove the valve from the thinner, wipe it off and blow any thinner out of it with an airbrush or long straw, then put it back on the can — and it sprays like new every time. This method saves lots of paint and propellant, and only takes about a minute.

– John Borgerding
Beloit, Wis.



Fernando takes a contrary position on pre-shading: Instead of painting panel lines before the camouflage, he airbrushes thin paint along panel edges after the camo has been applied.

Post-preshading?

If you want to play with light and shadows on model aircraft, you have two basic options: pre-shading or post-shading.

Post-shading is more demanding, because if you are not careful with the airbrush you can ruin the paint job. Pastels can be used too. But they are tricky, because the effect may be different when sealing the model with clear coat.

A simpler alternative is to post-shade by spraying panel lines with quick, thin lines of very thin black paint — say 90 percent thinner and 10 percent flat black. After three or four passes, you will notice that the panel line is softly darkened, just like with pre-shading. It is very useful on complex camouflage patterns, because any pre-shading can be lost under multiple coats of paint.

– Fernando Moreno Villa
Santa Catarina, Nuevo León, Mexico

Blog that build

Since 2008, I have documented details of my scale model projects in a blog (http://guyberthiaume.blogspot.com). Using tags to identify different projects, I find this is a great way to show the building process of a kit in detail from start to finish. Not only does it help others learn techniques, but, also, family and friends can check to see my progress anytime.

The best thing about a blog is that you can postdate entries. I tend to take pictures for a week or two, then upload them to create multiple blogs at the same time with their respective dates.

There are online services such as www.blurb.com that will convert blogs into hardcover books so you can save your project for posterity.

– Guy Berthiaume
L'Ancienne-Lorette, Quebec, Canada

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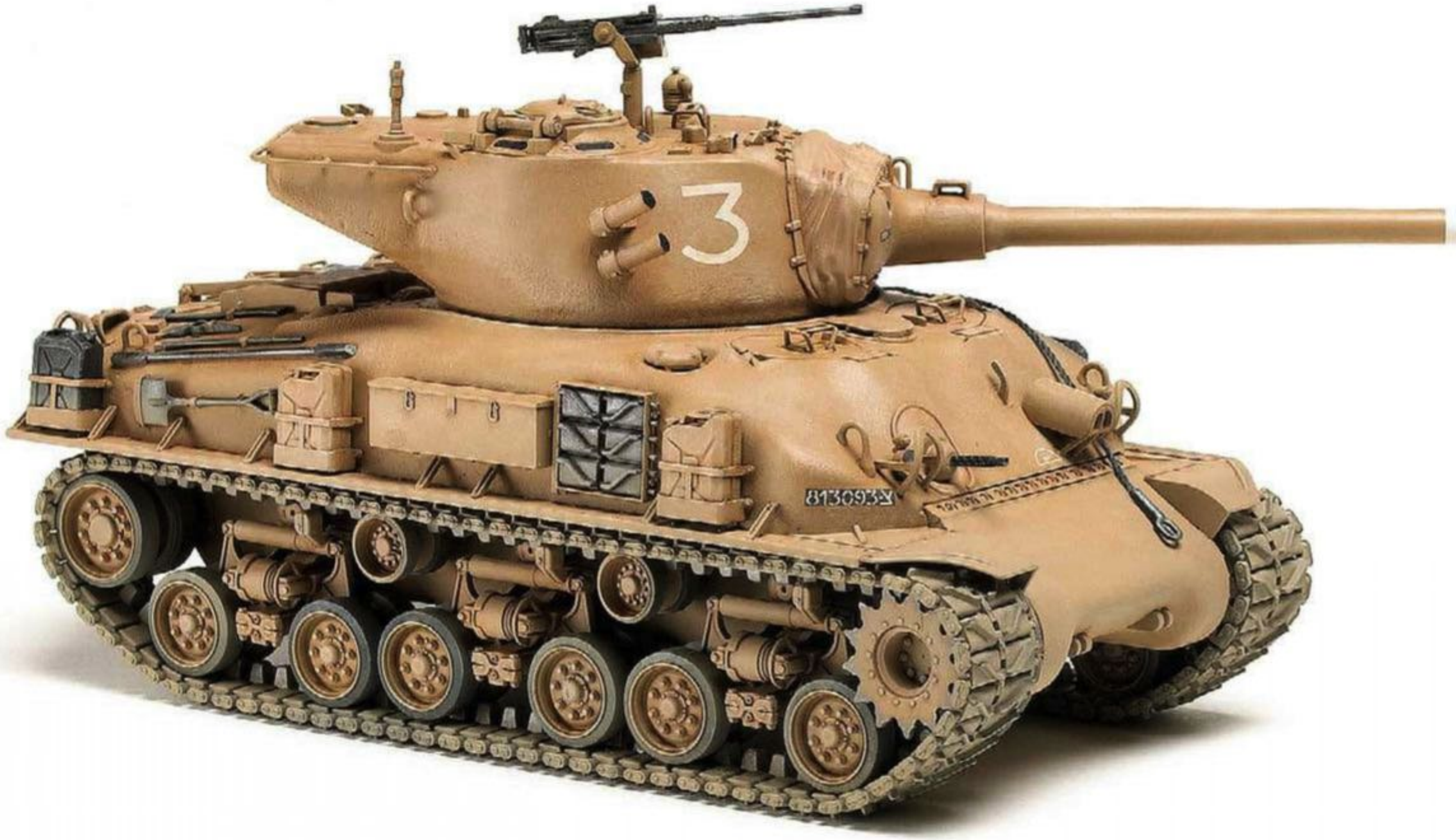
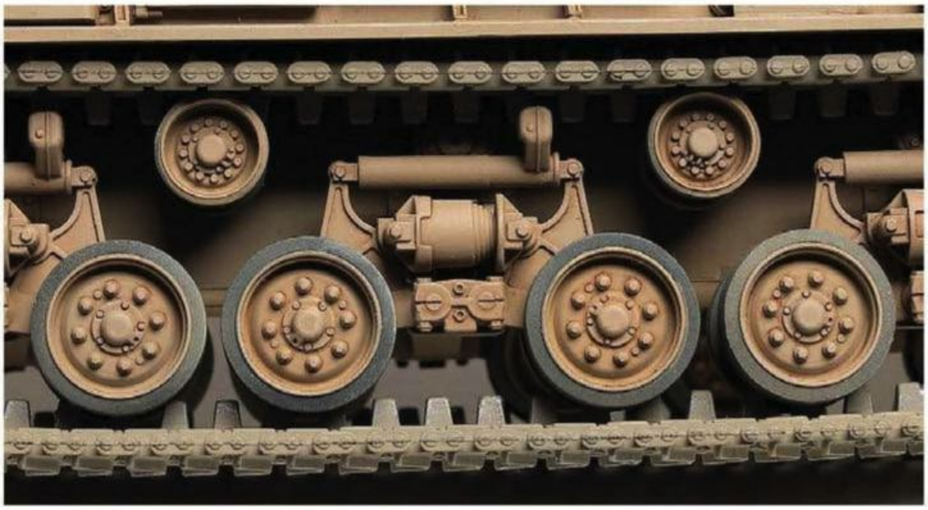


Tamiya M51 Israeli tank

The ultimate Sherman, the M51 was a combination of the 75mm gun from the French AMX 13 tank and the American M4 Sherman that had become the standard tank of the Israeli Defense Forces in the early 1950s. Although it was sometimes called the Super Sherman or Isherman, Israelis never used either term.

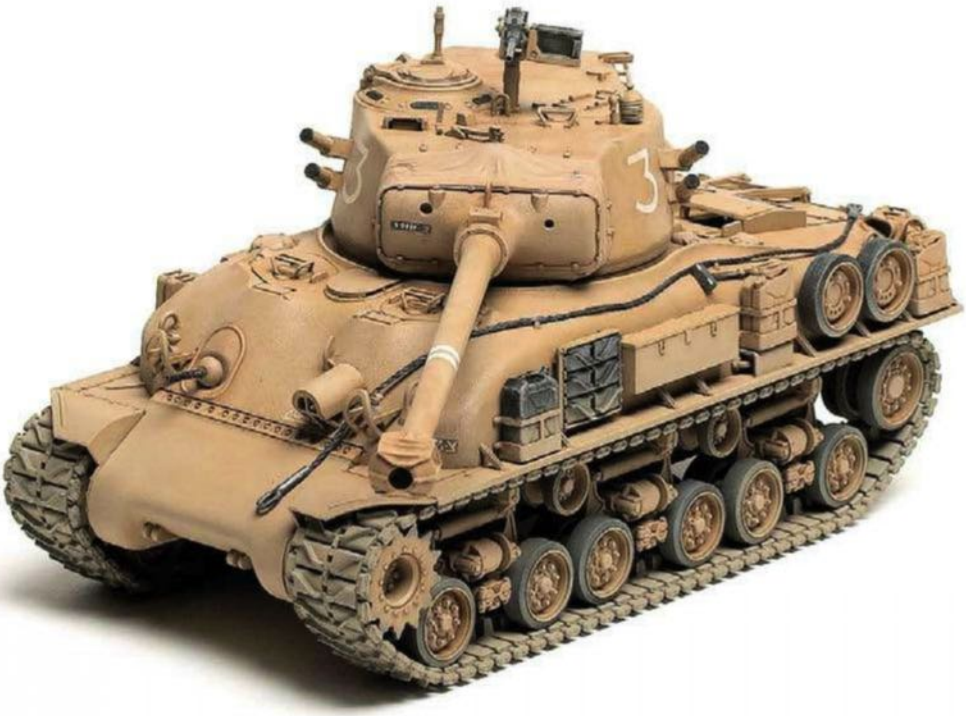
Most modelers were surprised when Tamiya announced a new model of the tank. Molded in Tamiya's usual tan plastic, the kit features all-new moldings; only the .50-caliber machine gun comes from earlier kits.

Tamiya chose to model an early Batch One M51, making it the only kit to accurately represent a Six-Day War vehicle. These tanks differed from later versions in a few minor ways. Most notable are the single hull stowage boxes on each side and the spare-track racks on the hull. More subtle differences are the lack of louvers and exhaust on the rear deck; the Batch One vehicles used a single fishtail exhaust on the rear plate. The kit provides two half figures for the turret and markings for three vehicles.



Tamiya reproduced the complex horizontal volute spring suspension in only four parts per bogie (not including the wheels). Both the suspension and one-piece vinyl tracks feature good detail.

Assembly starts with the lower hull, which comprises several flat pieces that fit perfectly and form a strong, square box. Incredibly, Tamiya has molded the complex HVSS suspension in only four parts (not counting the wheels). A few small compromises were made to accomplish this. The backs of the shock-absorber reservoirs are hollow (you'll never see them) and there are slots in the spring assemblies (parts A8). These are slightly noticeable if you are looking for them, and some modelers may wish to fill them in. There is no detail on the inside surfaces of the road wheels, but this, too, is not too noticeable.



The upper hull assembly is quick and easy. The upper hull and the turret have a lightly molded cast texture. While American armor was much less ruggedly cast than, say, Soviet tanks, some modelers might feel the texture is too subtle and will want to roughen it up a bit. Blanking plates are provided for the track overhang, and the fenders show a nice, thin edge at the sides, front, and rear. As usual, I left off the tools and some of the other details until painting was completed.

The main-gun barrel is injection molded, but it was glued together without any trace of warp and required only slight sanding to remove the seam. I liked the molded canvas mantlet cover. While it locks the gun in a fixed position, it fits perfectly and is a great representation of the real thing. The fit of the upper and lower turret halves was good, though I did use a motor tool to remove any trace of the seam, taking care to match the cast texture and preserve the subtle weld marks molded into the turret.

I painted my M51 with Tamiya acrylic desert tan darkened slightly with some khaki. I then lightened this mixture with some Tamiya buff and used it to highlight panels and add dimension to the model. The decals settled perfectly with the application of some Solvaset.

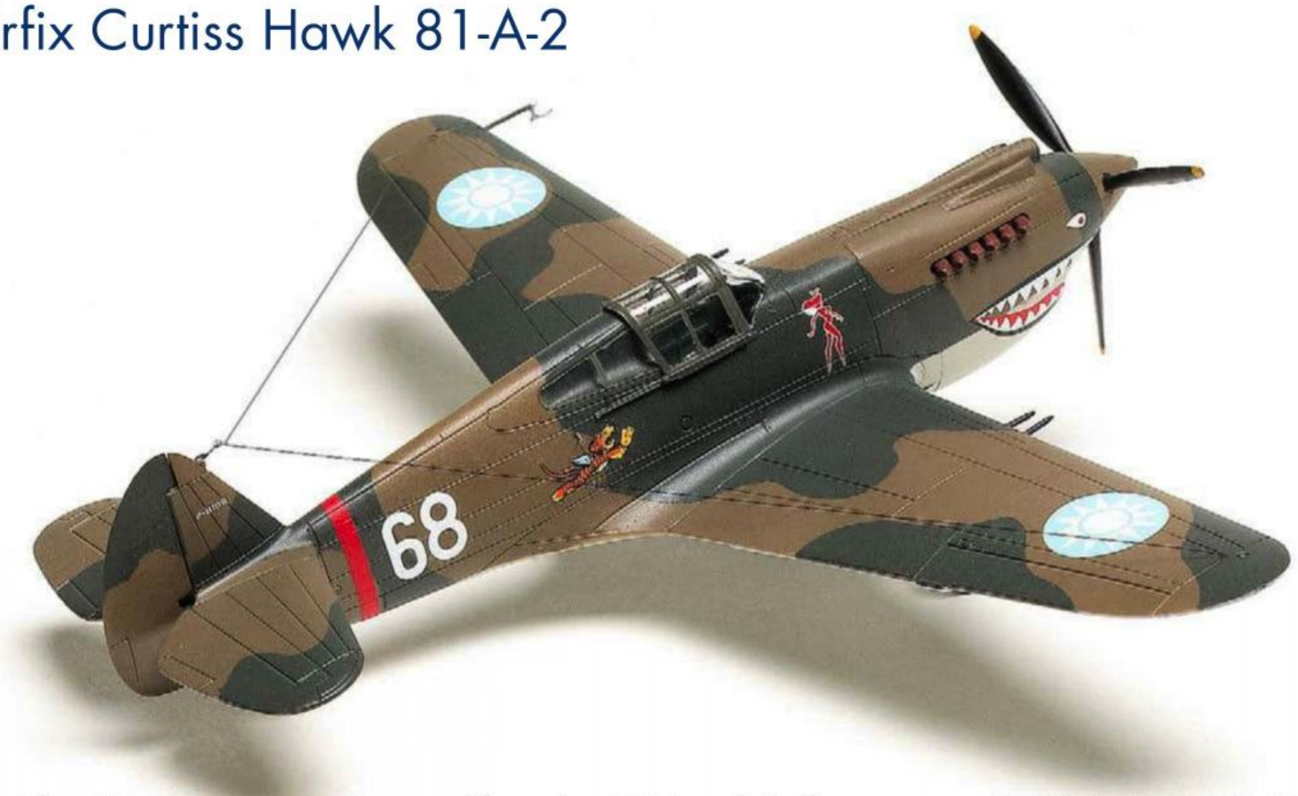
It took me only 16 hours to build my M51, thanks to the simple paint scheme and Tamiya's excellent fit and engineering. The finished model really looks great, and the few compromises to make assembly easier are almost unnoticeable. Any modeler with just a little experience should be able to add this important vehicle to a collection of postwar armor.

– John Plzak

ISRAELI TANK
M51
TAMIYA

Kit: No. 35323 **Scale:** 1/35
Manufacturer: Tamiya, Tamiya America, 800-826-4922, www.tamiyausa.com
Price: $65 **Comments:** Injection-molded, 273 parts (10 vinyl), string, decals
Pros: Easy assembly; one-piece vinyl tracks **Cons:** Hollow-backed shock reservoirs; slots in the spring moldings; road wheels are blank in back; no screens for rear-deck vents; cast texture is light; brush guards are heavy

Airfix Curtiss Hawk 81-A-2



Airfix continues its program of issuing newly tooled 1/72 scale classic warplanes with a much-needed early P-40. This boxing includes markings for the famous "Flying Tigers," with others already issued and planned that portray other examples of the Curtiss Warhawk, or, as the British and Soviets called it, Tomahawk.

Molded in its now-standard soft, light gray plastic, Airfix's kit features separate castings for raised or lowered landing gear, alternate pitot tubes, opened and closed cowl flaps, a decent interior and pilot figure, and "weighted" tires for the main gear. Airfix has done a good job of capturing the complicated shapes of the forward fuselage. Inserts provide a good set of "nostrils" for the ventral intakes, as well as the upper intake and gun fairings. Cockpit detail includes a separate instrument panel, stick, seat, and pilot figure, with some detail molded into the insides of the fuselage halves. The detail on the instrument panel is provided as a decal. The cockpit appears deep enough; shallow cockpit renditions have been the bane of recent P-40 kits.

The one-piece lower wing surface establishes the dihedral, and with the two upper-wing surfaces attached, the assembly fits well to the fuselage. Watch out for those fine machine-gun barrels molded to the wings' leading edges.

I like Airfix's penchant for providing separate castings to pose the model on its landing gear or with the gear retracted. On this model, the retracted main gear has the door, strut, and a half-wheel molded together for simple assembly. I chose to plant the model on its gear. The struts are realistically thin, but that also means they are easy to bend and break.

The main canopy is molded with the windscreen. Although not suggested in the instructions, you could probably saw it apart and pose the retracting section in the open position. That section is rather thick, though, with prominent raised framing that looks a bit too large for the scale.

I was impressed with the fit and encountered no assembly problems. I painted the model with Testors Model Master RAF dark green and dark earth, and used FS36622 light gray tinted with a touch of olive drab for the underside sky gray. After a couple of coats of Pledge Future floor polish, I applied the decals. They're well printed and fit fine, but the sheet provides only one subject — Charles Older's well-documented mount of the American Volunteer Group "Flying Tigers." I think the Chinese national insignias are too pale, though.

Interestingly, the instructions have you mount the straight pitot tube on the left wing, while the box art and photos of Older's plane show the "cranked" tube that is also provided in the kit.

Assembly took only a few hours, and I may have spent more time on masking and painting the camouflage scheme than I did building the kit. Call it a 12-hour model.

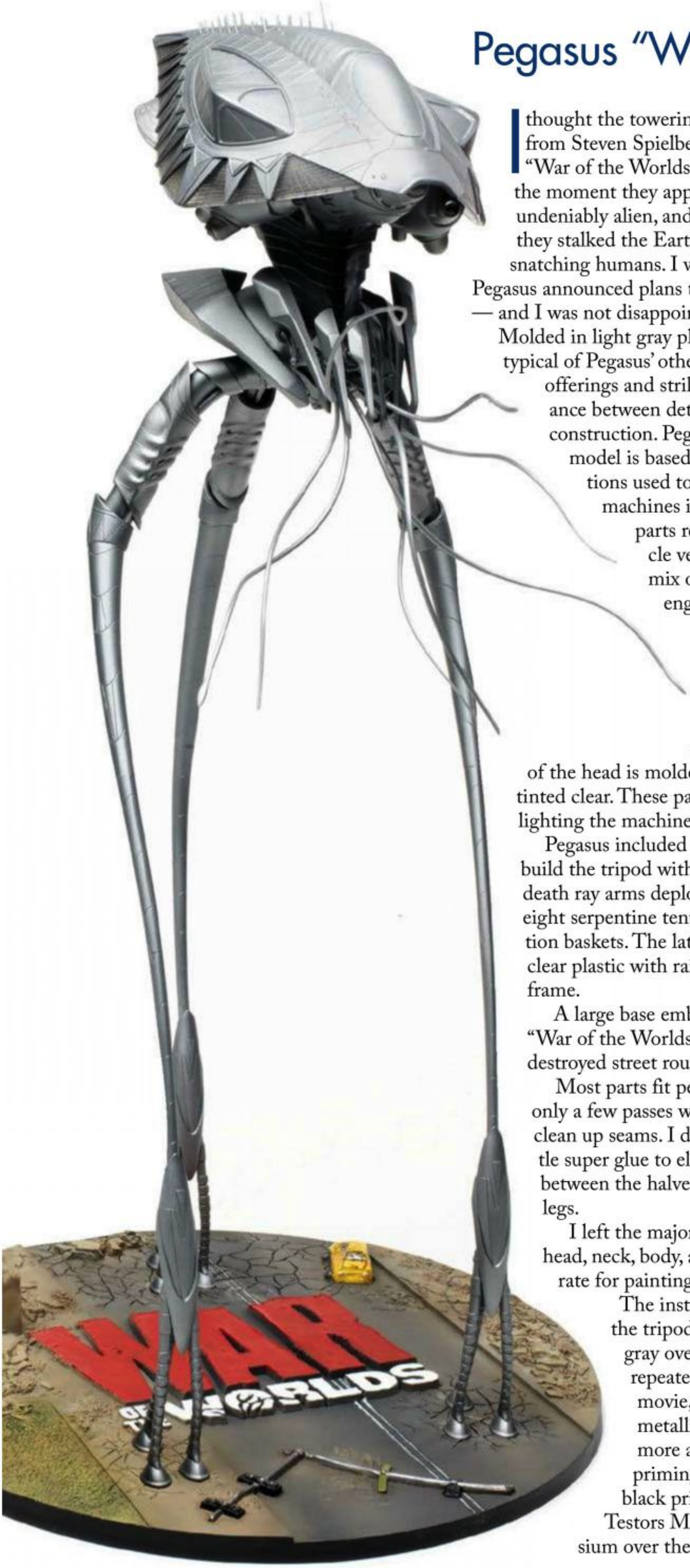
I applaud Airfix for issuing new kits with fairly accurate shapes, adequate details, easy assembly, and affordable prices. Keep 'em comin'!

– Paul Boyer

AIRFIX
1:72 CURTISS HAWK 81-A-2

Kit: No. A01003 **Scale:** 1/72 **Manufacturer:** Airfix, 44-1428-701191, www.airfix.com, available from Hornby America, 253-922-7203, www.airfix-usa.com **Price:** $6.99 **Comments:** Injection-molded, 47 parts, decals **Pros:** Good outlines; good fit; excellent decals; "weighted" tires; optional pitot tubes, cowl flaps, and raised landing gear **Cons:** Thick one-piece canopy

Pegasus "War of the Worlds" Alien Tripod



I thought the towering war machines from Steven Spielberg's 2005 movie "War of the Worlds" über cool from the moment they appeared: lanky, undeniably alien, and terrifying as they stalked the Earth vaporizing or snatching humans. I was thrilled when Pegasus announced plans to kit the tripod — and I was not disappointed.

Molded in light gray plastic, the kit is typical of Pegasus' other science-fiction offerings and strikes a good balance between detail and ease of construction. Pegasus says the model is based on CGI illustrations used to render the machines in the movie. The parts represent the vehicle very well, with a mix of fine and deep engraved panel lines. There are clear parts for the lenses on the ... umm ... headlights, and the carapace of the head is molded in smoke-tinted clear. These parts will make lighting the machine easier.

Pegasus included optional parts to build the tripod with the claw-like death ray arms deployed, or with eight serpentine tentacles and collection baskets. The latter are molded in clear plastic with raised lines for the frame.

A large base emblazoned with the "War of the Worlds" logo over a destroyed street rounds out the kit.

Most parts fit perfectly, needing only a few passes with sandpaper to clean up seams. I did need just a little super glue to eliminate seams between the halves of the upper legs.

I left the major components — head, neck, body, and legs — separate for painting.

The instructions call for the tripod to be painted gray overall, but after repeated viewings of the movie, I thought muted metallic shades were more appropriate. After priming with Vallejo black primer, I airbrushed Testors Metalizer magnesium over the subassemblies, following with a layer of Metalizer sealer to protect the delicate finish for masking. I masked about half the tripod's panels with Tamiya tape, then airbrushed Metalizer dark anodized gray.

To give the edge of the head the right inner glow, I sprayed a mix of Tamiya clear red and clear blue inside the part. Then I sprayed Testors chrome silver, heaviest toward the peak of the clear cutouts and feathered to the edge. Short of lighting the head, it gives a good impression of the head's glow.

I painted the base with a mix of Polly Scale and Italeri acrylics.

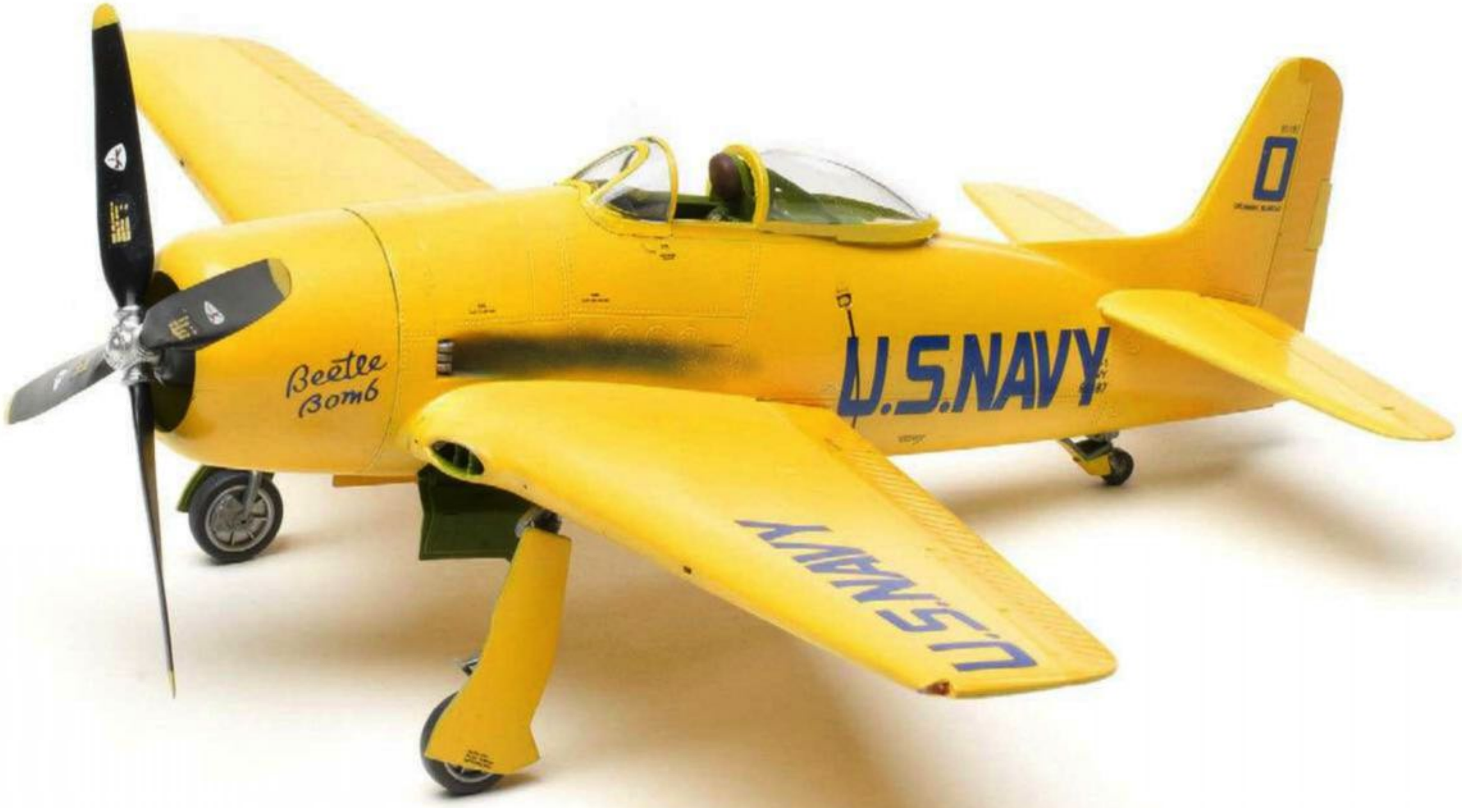
A couple of 1/144 scale or even N-scale figures added to the base would give an even better sense of the tripod's immense scale.

This was the most complex Pegasus kit I've built, but it went together well and makes a great addition to my science fiction collection. Despite the gangly appearance of the movie's tripod, the dramatically posed model is sturdy and solid on its "feet." The kit lends itself to inventive finishing and would be even more impressive with onboard lighting added.

– Aaron Skinner

Pegasus
ALIEN TRIPOD
WAR
OF THE WORLDS

Kit: No. 9005 **Scale:** 1/144
Manufacturer: Pegasus Hobbies, 909-982-6507, www.pegasushobbies.net
Price: $65.99 **Comments:** Injection-molded, 90 parts **Pros:** Ease of construction; options for tripod types; great lighting possibilities **Cons:** No plugs in lieu of collection baskets; uninspired painting instructions



HobbyBoss F8F-1 Bearcat

In 1946, the Blue Angels' first *Beetle Bomb* was an SNJ Texan painted to represent a Japanese Zero in combat maneuvers. It was succeeded by a second *Beetle Bomb*, an F8F-1 Bearcat, which also played the "enemy" chased by the Blues during shows. Once I discovered its profile on the side of HobbyBoss' kit box, I just could not resist building the model in the bright yellow scheme of the Bearcat *Beetle Bomb*.

A second set of markings is provided for a Bearcat of VF-3 flown by Lt. A.M. "Mike" Granat in 1946. That one comes with guns, a gunsight, an auxiliary fuel tank, bombs, rockets, mounting shackles for the ordnance, foldable wings, and a two-piece canopy that allows a nice view of the detailed cockpit. I was impressed with the detail on the back of the firewall that can be seen through the open wheel wells.

The instructions are nicely drawn and error-free. Along with the single sheet of assembly drawings is a separate color and markings sheet. It shows gun-blast stains on *Beetle Bomb*. But photos show that either it had no guns or the ports were covered over. Also, the U.S. Navy markings are shown on the wrong wings and in the wrong location.

The decal sheet, printed in five colors, has the peculiar (but correct) Blue Angel blue markings for *Beetle Bomb*. The propeller manufacturers logo images are off-register and don't look accurate to me.

Crisply molded in gray plastic, the parts are free of flash and feature consistent, to-scale engraving. The clear parts are thin enough to preclude a dip in Pledge Future floor finish.

Other than having trouble getting all five bulkheads to line up when joining the fuselage halves, all parts fit to perfection. The clear instrument panel face required careful painting. Although the pilot's safety harness was not provided, I added belt decals from my spares box.

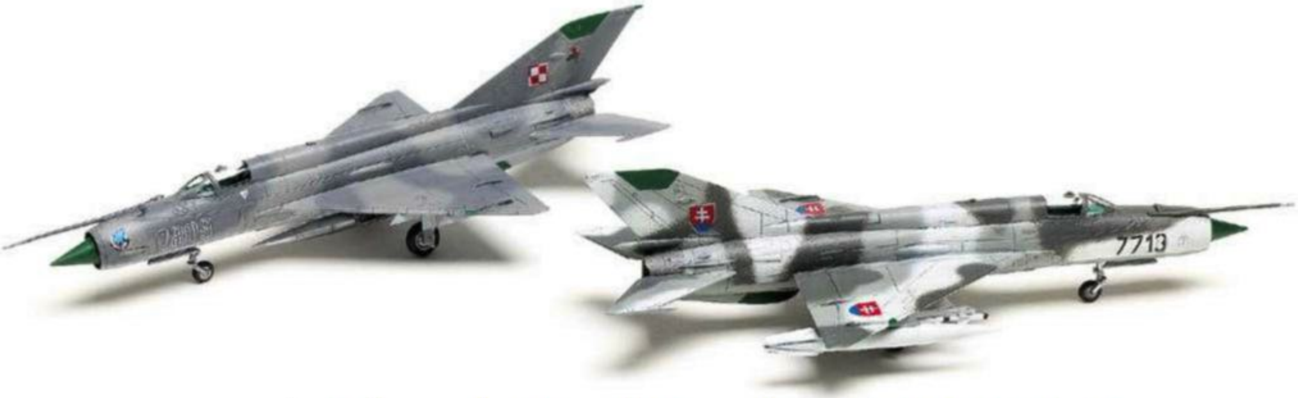
I had to choose an interior color for the cockpit — the early yellow-green zinc chromate or the later, more intense, interior green. I chose the latter, but I don't know if it is correct.

The assembled wing panels match perfectly. The lower wing panels slide into a notch cut into the fuselage sides, eliminating the need for a tab-and-notch assembly. Wing-to-fuselage fit is exceptional. The landing-gear struts mount firmly, leaving no chance for misalignment.

I masked the canopy and windshield

F8F-1 Bearcat
HOBBY BOSS
1:48 SCALE

Kit: No. 80356 **Scale:** 1/48
Manufacturer: HobbyBoss, www.hobbyboss.com, from Squadron Mail Order, 877-414-0434, www.squadron.com **Price:** $29.99
Comments: Injection-molded, 98 parts, decals **Pros:** Excellent moldings, including clear parts for the instrument panel; excellent parts fit; good decals; wing-fold option
Cons: Errors in instructions for color and markings



with Tamiya tape and sprayed interior green. I followed with a coat of white before finishing with yellow. The clear parts, including the navigation lights, all fit perfectly.

Take care during engine assembly. The front row of cylinders mounts to the rear row of cylinders via three locating pins arranged in a triangle. The cylinders will fit and line up in any of three ways — but only one way is correct. A notch locates the rear cylinders' mount to the firewall. The front row of cylinders must sit so the magnetos are at the top when viewed from the front.

To fold the wings, all four wing panels will need to be separated along scribed panel lines. There are two jogs in each line. I decided to leave that chore to someone else.

Since my photo of *Beetle Bomb* showed neither guns nor underwing appliances, I filled all the holes with pieces of stretched sprue. The landing-gear door mounts seem to be molded at the wrong angle. I was careful to glue the doors so they would not break off easily.

I painted my model with Testors yellow gloss enamel (No. 1114). Remember, when painting yellow you will need to prime with white. The interior green is Testors Model Master. My final finish is Testors Model Master semigloss clear. I used chrome foil on the oleos of the main landing gear.

The decals are thin and tend to curl under the backing paper during the transfer process. I substituted propeller logos from a ScaleMaster Invisa-Clear sheet produced by IPMS Spruce Goose in 1995.

Measurements and calculations indicate the finished model is 3–4 scale inches short in width and length. No matter — the model sits right and looks great. The 20-plus hours I spent on this kit were fun. Now that I know about the engine and the bulkheads, let's do it again — next time, with regular Navy colors and markings.

– Allan F. Jones

Eduard "Dual Combo" MiG-21MF

Eduard, which seems to be on a MiG-21 kick lately, has produced a kit of the MiG-21MF in a new "Super44" 1/144 scale series.

As is fashionable in this scale, two full kits are included along with canopy masks and decals for eight options. Giving nothing up but size to their bigger siblings, the detail and molding finesse on these kits is excellent, with nice wheel bays and cockpit detail. Surface detail is petite, and you can use the razor-thin wings as letter openers.

Construction begins in the cockpit, with six parts to be assembled and painted — quite enough in this scale. Eduard gives a choice of two seats, one slightly taller and more to-scale if you want to take advantage of the open-canopy option. I was hoping to slip the nose cones in after painting, but the fit and shape are so precise that I had to glue them in place before closing up the fuselages. Don't forget to add a bit of weight to keep your "Miglets" off their tails.

Assembly of the rest of the airframe goes quickly. You need to be gentle when cleaning and handling parts, as they are tiny with very sharp edges and can be easily bent or damaged. The join of the wing to fuselage is seamless, as are all the joints – no putty on this build. I left the stabilizers off to aid painting, but in very short order I had two little MiGs flying unmarked missions. Of course, I added the canopy to each prior to flying missions, including the wonderful masks. What could have been a chore, cutting and attaching tape, was completed in minutes and certainly better than I would have done myself.

Eduard includes two drop tanks, two Atoll AAMs, and two air-to-surface rockets for each kit. They show potential load-outs in the instructions, including one with three tanks. Bear in mind there are four tanks to share between the two airframes, so a three-tank option would leave one Miglet a bit thirsty with only a centerline tank. After I had selected my preferred load-out, I attached the pylons to the drop tanks for ease of handling during painting.

The hardest part of this kit now confronted me — I had eight great options for markings, but only two airframes. I finally settled for the Croatian "arctic tiger" and a two-tone gray Polish aircraft. I may have to get another kit to pick up the also-ran schemes.

The painting instructions are nicely done in full color. Once my eyes uncrossed after painting the tiny camo patterns, I applied the decals. The second decal I applied wrapped itself into a little ball when I got a little careless moving it into place. Be gentle and plan on applying them as close to the final position as possible, as they like to stick once they grab the surface.

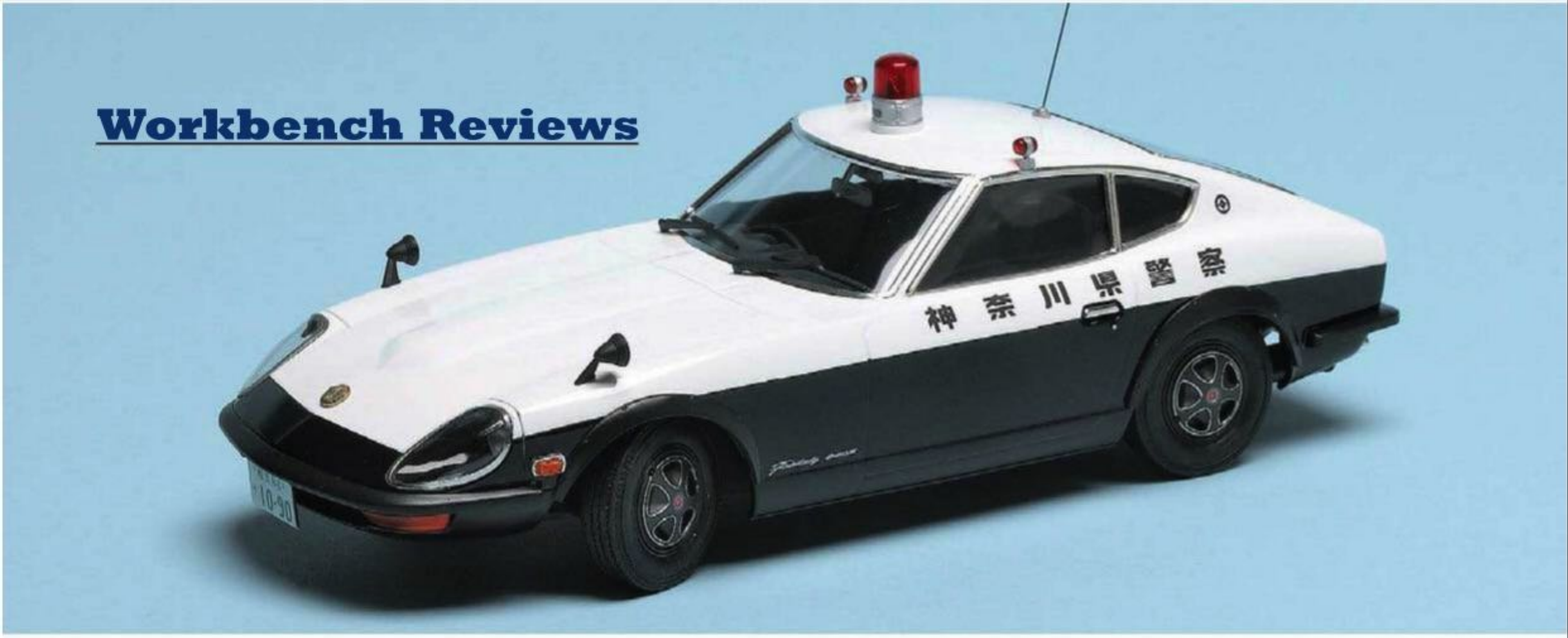
After applying the markings, I removed the canopy masks and was relieved to find they had worked perfectly. I attached the stabilizers, ordnance, and landing gear, then carefully applied the long pitot probe. This is probably the only noticeably over-scale item in the kit, but it still looks reasonable.

I'm impressed with Eduard's reentry into 1/144 scale, and I hope this is a sign of many future releases. My Miglets took 14.5 hours to add to the shelf and can be built by anyone — especially if they're willing to paint tiny camouflage schemes.

– Chuck Davis

MiG-21MF
SUPER44
1/144 scale Dual Combo
eduard

Kit: No. 4425 **Scale:** 1/144 **Manufacturer:** Eduard, 420-47-611-8259, www.eduard.com **Price:** $22.95 **Comments:** Injection-molded; two MiGs, 57 parts each; decals **Pros:** Fidelity to scale; great fits **Cons:** Pitot probe over scale (but hard not to be)



Hasegawa Nissan Fairlady 240ZG Police Car

The Nissan (or Datsun back when it was introduced) 240Z revolutionized the sports car market in the early 1970s. It looked great, was affordable, and was highly competitive on the track.

Hasegawa has released its' third version of Nissan's venerable "Z" car as a police version that was given to the Kanagawa highway patrol (Kanagawa Prefecture, Japan).

It is a curbside kit molded in white, black, chrome, and clear — basically, Hasegawa's stock ZG kit with an extra pair of parts trees and different decals for the patrol car. A beautiful set of metal transfers is also included for all the emblems and mirror faces.

Assembly starts with the interior. The floor is the topside of the chassis pan and has quite a few ejector-pin marks. Most will get covered, but there are a few in the footwells that will be visible. Side panels are separate pieces and have decent relief detail and separate armrests. Other parts include foot pedals, center console, shift lever, hand-brake lever, and seats. The dash is the only area that differentiates the police version from stock, with the glove compartment lid replaced by an in-dash radar unit and what appears to be a small radio handset. Decals are provided for the instruments, radar unit and horn button. They are very thin, so use a milder setting solution if needed.

The underside of the chassis has good detail, and only the lower bits of the engine need be picked out with semigloss black paint. Individual parts handle all other chassis details. The independent rear suspension is well represented by six components with: separate springs/struts; drum brakes; lower control arms; and differential/driveshaft/half shafts. Molded detail is crisp on all parts, and fit is very good.

The front suspension is built up from seven components and features posable steering. Mounting holes at the top of the front wheel wells for the struts seem a little too big, so the steering is a little sloppy — but not real bad. A separate transmission and cross member connect the engine to the rest of the drive train. Two more pieces are used for the main parts of the exhaust with a chrome-plated tip on the end. The engine skid plate completes the underside detail.

Most of the body shell is molded in one piece, with just the nose being separate to allow for the standard and G versions. Molding is clean, and Hasegawa appears to have captured the lines of the 240Z perfectly. Panel lines are crisp, requiring only minor cleanup. The fit of the nose is not quite perfect; I had to drill out the bumper mounting holes slightly, as they were a bit too small.

The windshield and side windows are molded in one piece and are reasonably thin and clear, though there was a slight scuff in my rear window.

Nearly all the body details are handled in separate pieces. Besides the different nose treatment, the G also had tack-on wheel flares. The kit parts fit well, but look a little unnecessary with the really skinny stock tires. Taillights and side markers/turn signals are molded in clear so they will need to be painted with your favorite red and orange tints. The police lights will also need the same treatment. The metal transfer emblems worked perfectly and look spectacular. There are also decals for backup, just in case. The police markings are minimal and go on without issue, although they do have a slightly dull finish. I deviated from the instructed paint scheme just slightly to make masking a little easier.

Overall, I'm very pleased with the results. It's maybe a little out of my comfort zone of subject matter, but I enjoyed the build every step of the way. It will certainly be unique in my collection. I wouldn't hesitate to recommend it to anyone of almost any skill level.

– Mike Klessig

NISSAN FAIRLADY 240ZG "POLICE CAR"
1:24

Kit: No 20250 **Scale:** 1/24
Manufacturer: Hasegawa, www.hasegawa-model.co.jp, from Great Planes Model Distributors, 217-398-3630, www.hasegawausa.com **Price:** $49.99
Comments: Injection-molded, 109 parts, decals **Pros:** Good chassis detail; metal transfers **Cons:** Steering a bit sloppy; wheel flares unnecessary with skinny tires

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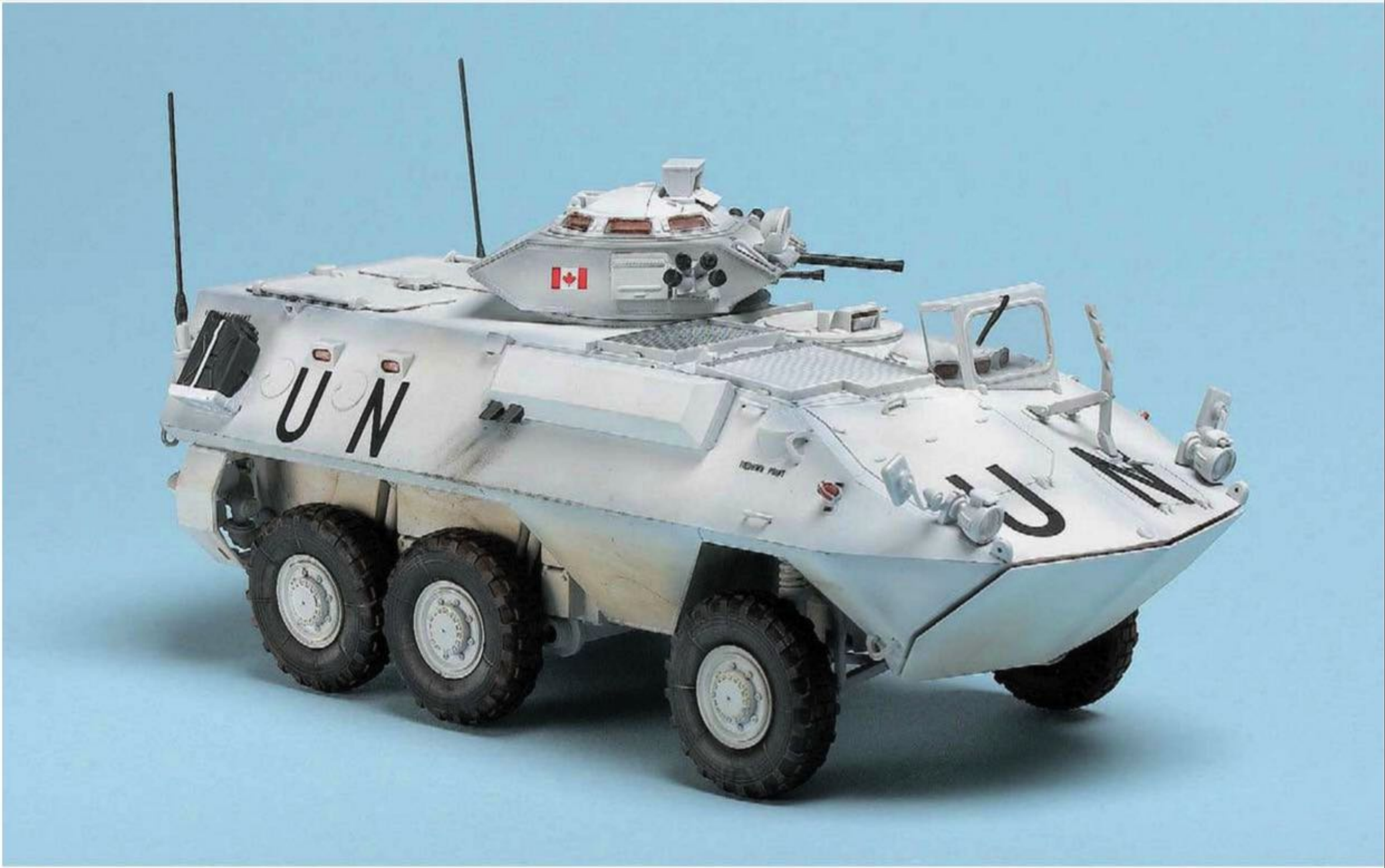


Trumpeter Canadian AVGP Grizzly (Early)

In the mid-1970s, the Canadian military needed a new multipurpose all-terrain fighting vehicle to transport troops. Three vehicles were designed for this role: Husky, Cougar, and Grizzly. All three of these vehicles are based on the Swiss Piranha. The Grizzly, still in use today by United Nations and Canadian forces, has been a perfect fit as an AVGP (Armored Vehicle, General Purpose).

Tightly packed into the Grizzly's box are seven individually wrapped sprues containing 239 total parts. Six nicely detailed vinyl tires are included. A small fret of photoetched metal holds three parts. The moldings are crisp with very little flash and a high level of detail. However, neither interior detail nor figures are provided.

The decals offer two options: a lizard-camouflage vehicle or a white UN scheme. Both are eye-catching. In my sample, there was a correction decal sheet due to a misspelled word on the main sheet of decals. The decals' printing is fine and in register.

Instructions are laid out in 14 steps. A separate, colored decal placement/paint guide is included as well. I did find a big mistake in the instructions: Step 13 installs the top of the turret assembly onto the lower turret. But there were no instructions on building the lower turret assembly; this step was skipped. I managed to figure out how to build it, but this would throw a less-experienced builder for a loop.

The fit of the parts was near perfect, and no filler was needed. A couple of the vinyl tires had a small seam along the centerline; this was easily removed with a sharp No. 11 hobby knife blade. Deviating from the instructions, I left off all of the clear parts till the very end for ease of painting.

After priming my model with Mr. Surfacer 1000 white, I painted with Testors Model Master paints. Once the primer had dried, I pre-shaded some of the panel lines with gloss black. This helped keep the model from looking so monochromatic. Once this had a chance to dry, I painted the entire model with very thin insignia white.

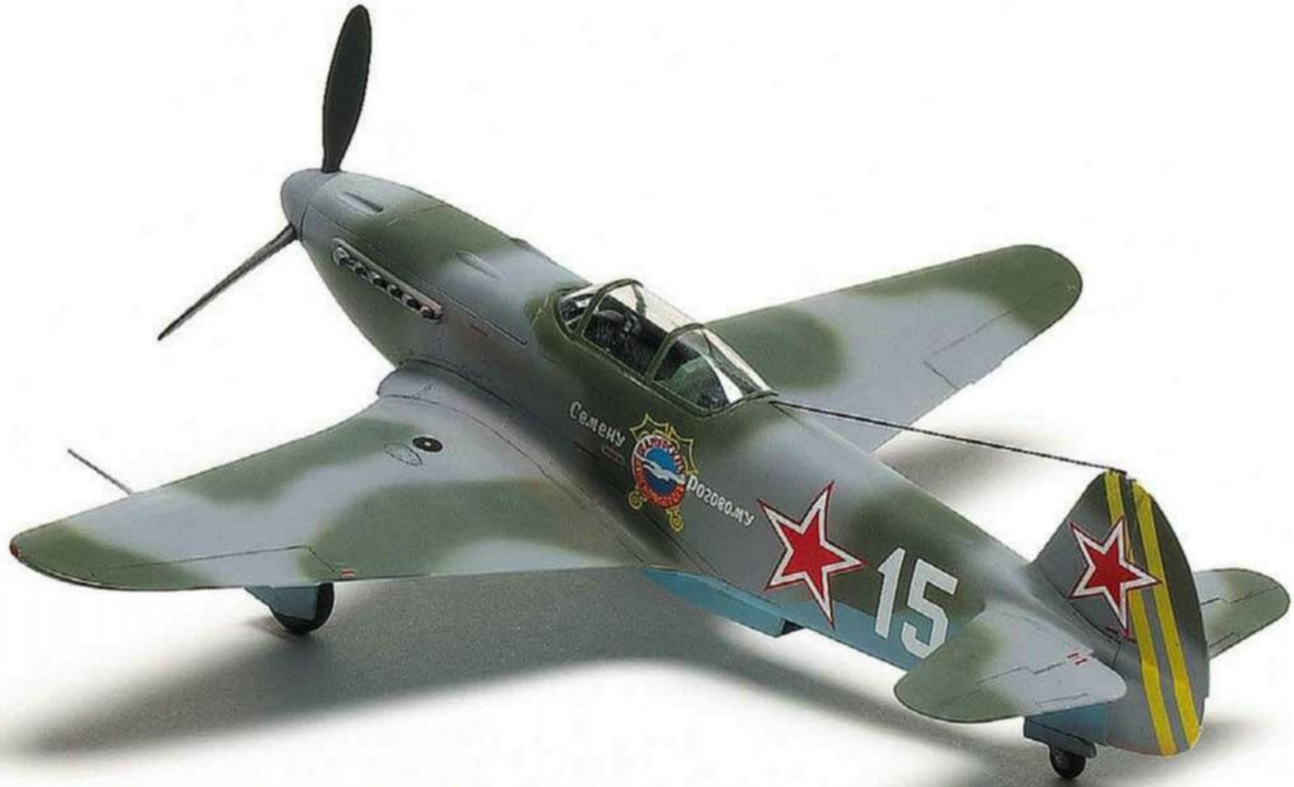
The decals hunkered down with no issues at all, only a little setting solution to prevent silvering. I weathered with a mix of different pastels.

My Grizzly took me about 15 hours to build, much less time than I had anticipated. Despite the issues with the instructions, I enjoyed building this kit — and anyone with a few models under his or her belt will, too.

– Chris Oglesby

Canadian AVGP Grizzly (Early)

Kit: No. 01502 **Scale:** 1/35
Manufacturer: Trumpeter, www.trumpeter-china.com, from Stevens International, 856-435-1555, www.stevenshobby.com **Price:** $35.95
Comments: Injection-molded, 239 parts (6 vinyl, 3 photoetched metal), decals.
Pros: Top-notch fits; excellent surface detail; clean molding; brilliant clear parts
Cons: No interior detail; missing steps in the instructions



Zvezda Yakovlev Yak-3

To my surprise, I have four different Yak-3s in my collection, including this recent release by Zvezda. How does this new kit stand up against the Heller, Hasegawa, and HobbyBoss models? Read on, comrade.

Zvezda's difference for this Yak is that it's a snap-fit kit. So, I expected a basic kit with crude detail. But I was pleased to see just the opposite. You'll find nicely molded detail throughout, particularly in the cockpit. Instructions, shown in exploded-view diagrams, are straightforward, with a seven-step construction process that has subassemblies within each step. The final page of the booklet is a painting and decal guide.

The kit can indeed be snapped together, with some qualifications. Like the three other kits mentioned above, part of the cockpit is molded into the wing. But unlike the others, it has ten additional pieces to install in a detailed cockpit lacking only seat belts and a shoulder harness.

After painting the cockpit and tail wheel, I had the model together in less than two hours. The pieces pushed together snugly, but several were too snug and required sanding to fit. You should definitely reduce the thickness of the exhaust stubs before pushing them into place; they're extremely tight and can break.

I had intended to remain glueless, but I tacked some of the smaller cockpit pieces with white glue to ensure long-term hold. Also, there were large gaps along the longer seams. After gluing these seams, I still needed a little filler.

To facilitate painting, I left off the propeller, canopy, main gear, and exhaust stacks. Painting references are given in Testors Model Master colors; I converted to my usual Tamiya and Gunze Sangyo paints. Though I finished the model according to the guide, my research suggests the actual upper surface colors may have been two shades of gray. Check for yourself. The decal sheet offers markings for two planes. The decals' translucence is apparent in the yellow tail stripes.

If you don't want a snap-tight look, I'd recommend filling the holes in the sides of the tires and gluing the gear doors in place.

The verdict: Zvezda's Yak-3 is much more detailed than the other three kits, although the HobbyBoss kit may have a slight edge when it comes to decals. According to my references, the dimensions for the model are right on, except for height, and it certainly looks the part.

This was a quick and enjoyable build for me — a little more than 12 hours. I would recommend it to any modeler interested in World War II aircraft. The snap-fit design certainly makes it easy to build, although you'll need a little glue to prevent a toy-like appearance. Still, it's a pleasing replica.

– Phil Pignataro

YAK-3 SOVIET FIGHTER
7301
1/72
СОВЕТСКИЙ ИСТРЕБИТЕЛЬ ЯК-3

Kit: No. 7301 **Scale:** 1/72
Manufacturer: Zvezda, www.zvezda.org.ru, from Dragon Models USA, 626-968-0322, www.dragonmodelsusa.com
Price: $13.50 **Comments:** Injection-molded, snap-fit, 47 parts, decals
Pros: Nice details, especially in cockpit; easy construction **Cons:** Wheels, gear doors, and canopy tabs all have a "snap-fit" look

Italeri Acrylic Paint

Italeri's new line of acylic paints comes in 20ml (approx. ⅔-ounce) plastic bottles with flip-top lids and dropper-style dispensers. There are 87 colors in the range as well as clears — gloss, semigloss, and flat — in 35ml (approximately 1⅕-ounce) bottles, and thinner in a 60ml (about 2-ounce) bottle.

The colors include basics such as red, green, white, and black, as well as specific military shades identified by name and Federal Standard number. Included are colors for U.S. Navy, Air Force, and Army vehicles and aircraft, German aircraft and armor, British air force and navy, and Italian aircraft. There are also metallic shades: gold, brass, aluminum, silver, steel, and gun metal.

Each bottle is labeled with the color name and FS number as well as a number within the Italeri range. Helpfully, this latter number matches the numbers of Testors Acryl paints to make finding the right paints easier throughout various sets of instructions.

However, these paints are not Testors Acryl rebottled. They bear a closer resemblance to paints manufacured and sold by Acrylicos Vallejo.

If you are familiar with Vallejo paints, you should have no problems using these new Italeri acrylics.

The first thing you'll notice is that the paint is thick — much thicker than other paints you may have used. The thinner looks odd on first glance, too — milky and thick.

These paints hand-brush beautifully. I squeezed a little blob of paint onto a palette next to a small pool of thinner. After dipping the brush in thinner to wet the bristles, I dipped it in paint and applied it to the surface in smooth, light strokes. The paint covers well and levels beautifully, rendering the brush strokes virtually invisible.

Airbrushing Italeri's acrylic takes practice and work to master, but the results are worth the effort. As stated, the paints are thick and need to be thinned for spraying. I recommend practicing to get the thinning ratios right for each application. Don't thin the paint to that usual "2-percent milk" consistency — that makes it too thin, and the paint will tend to spider.

I had the best luck thinning the paint 30–40 percent, but found I needed slightly higher than normal pressure to get the paint to move well.

After coating Tamiya's Panzer III Ausf L with Vallejo black primer, I airbrushed Italeri dunkelgelb (No. 4796AP). The paint covered well, leveled so that any spraying imperfections disappeared, and dried dead flat. I had some minor tip buildup and drying in the airbrush; keep a cotton swab and some thinner handy to wipe residue from the tip of your airbrush.

The next day, I thinned Panzer olivgrun (No. 4798AP) about 50 percent to airbrush the green camouflage on the tank. Other than a few spatters from paint buildup, the paint sprayed well.

Cleanup was easy with soap and water. Don't use alcohol; the paint will gum up the brush.

Once the decals were on, I airbrushed the model with flat clear (No. 4636AP) also thinned about 40 percent. The finish was dead flat.

Like most acrylics, Italeri's new paints come with a bit of a learning curve. But the difficulties are not insurmountable for anyone willing to take the time, and the results are well worth the time spent.

– Aaron Skinner

Manufacturer: Italeri, 39-051-3175211, www.italeri.com, from Model Rectifier Corporation, 732-225-2100, www.modelrec.com **Price:** Colors, $4.59/20ml bottle; clears, $5.29/35ml bottle; thinner, $5.49/60ml bottle **Comments:** Acrylic paint, 87 colors, three clears, thinner **Pros:** Great coverage and color density; smooth finish; easy cleanup; no fumes; clearly marked color names **Cons:** Takes work to master thinning and airbrushing

ITALERI ACRYLICPAINT
Clear Acryl 4636AP
Steel 4679AP
Panzer Dunkelgelb 1943
133

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COMING EVENTS

MA, TAUNTON: MassCar Model Club & Cape Cod Scale Modelers Club present the 24th Annual Model Exhibition Contest & Vendor Show. Holiday Inn, Bay Road @ Exit 9 on Route 495. March 18, 2012 9-4pm. Admission: $5, under 12 Free. Information: www.masscar.com Harry @ 508-285-8080. Door prizes, coloring contest and make & take event.

ND, FARGO: Red River Scale Modeler's annual Cabin Fever Classic contest at the Fargo Air Museum, 1609 19th Avenue North. March 31, 2012, 10:00am-3:00pm. $8.00 museum admission, $5.00 for single entry/$10.00 two or more entries. Visit: www.redriverscalemodelers.com or contact Mike Hoekstra via email- paintslinger@gra.midco.net for more details.

VA, ROANOKE: 2012 Virginia Shoot-Out Model Contest and Show. Presented by Roanoke Valley IPMS, Roanoke Civic Center Exhibit Hall. Saturday July 14th, 2012. 9:00am-5:00pm. Awards in over 77 categories plus Special "Reel Movies" categories, Mega and Super Raffles, Make-N-Take for the kids. Call Tim Ward at 540-977-6205 or twardf86@aol.com or check www.rvipms.com for details.

QUEENSLAND, AUSTRALIA: 17th Anniversary 2012 Queensland Model Hobbies Expo and Queensland Scale Modeling Championships. Brisbane Table Tennis Association Stadium, 86 Green Terrace, Windsor (Downey Park). September 8-9, 2012. Saturday 9:00am-5:00pm, Sunday 9:00am-4:00pm. Visit www.qmhe.com or contact the Secretary: secretary@qmhe.com

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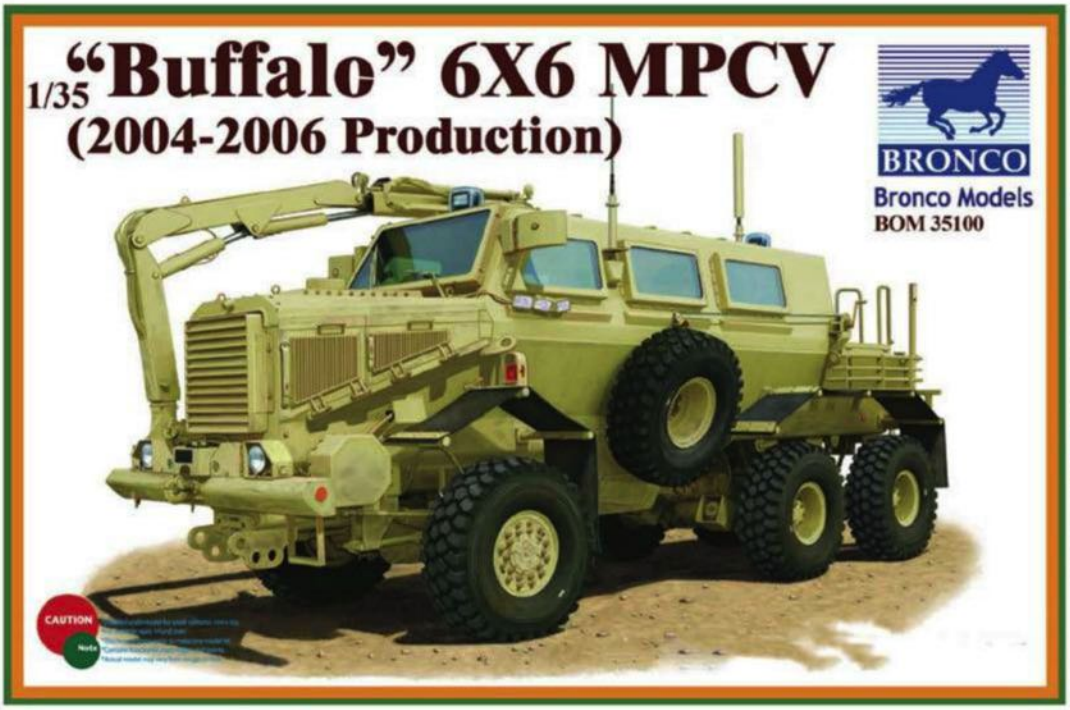
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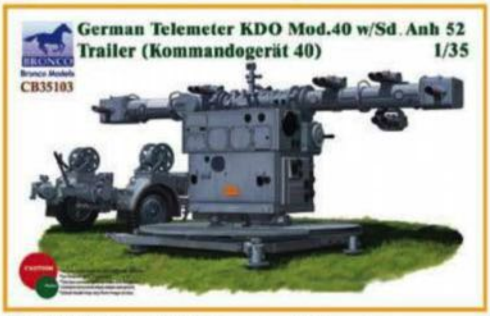
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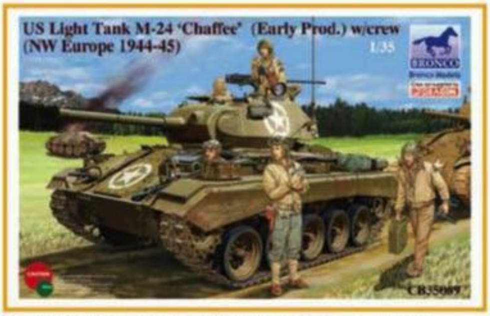
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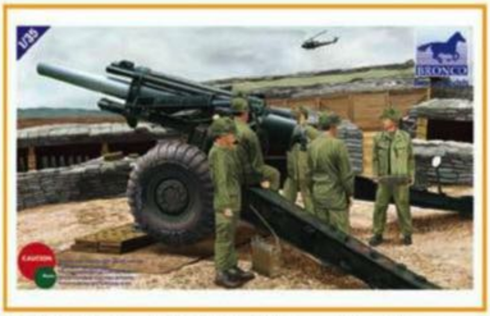

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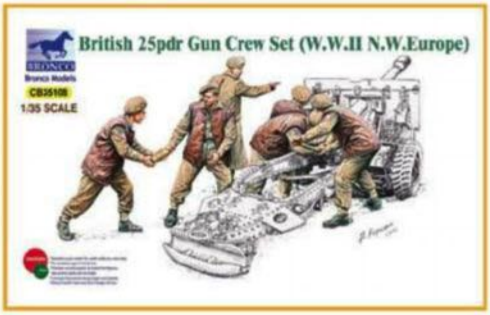
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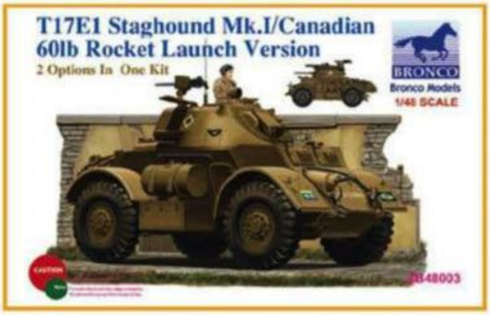
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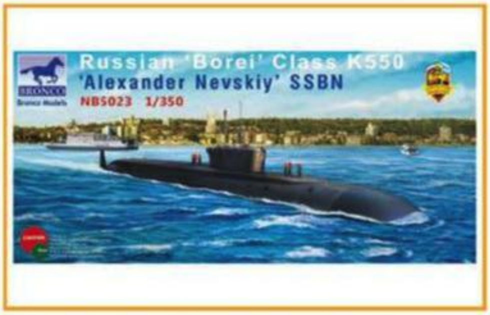
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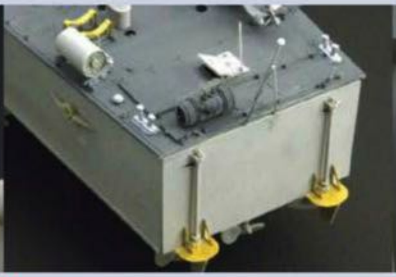


▲ Depth charges are poised on roll-off mounts. Below are the rudders and propeller.

▲ Exterior cockpit with position light and protective spray guard. Inside, wheel, dual throttle mount, electric switches and access door are shown.

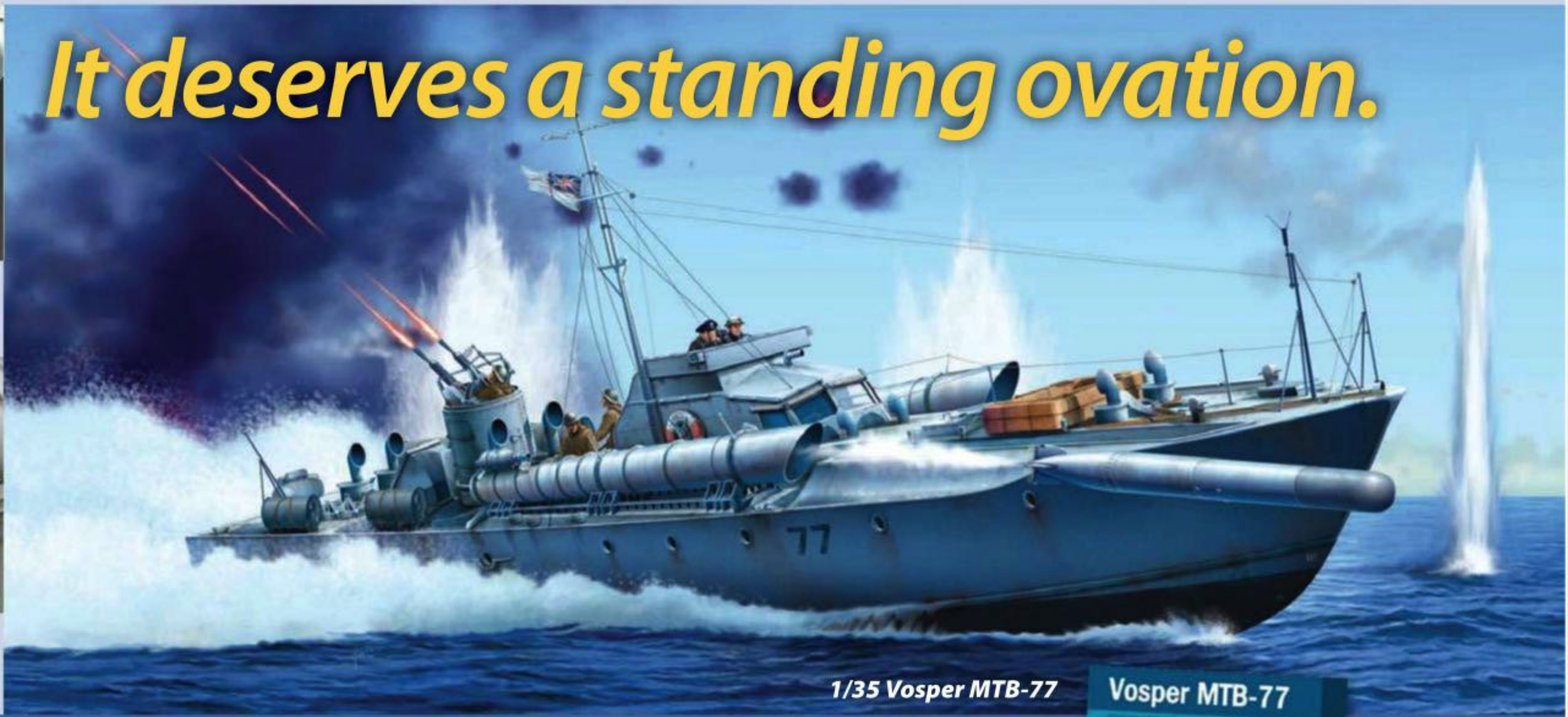
▲ Depth charges are ready on roll-off mounts. The torpedo reloading supports and engine room vents help bring the Vosper to life.

▲ The lower pilot house features wheel, lifelike dual throttles, magnetic compass housing and even electric switches.

▲ Life raft, anchor, boat hooks and horn style air vents create a real life vignette on the bow deck.

(model is unpainted)

▲ The deck mounted, 21″ torpedo tube and its gas generating ejection equipment are thoughtfully detailed.


It deserves a standing ovation.
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Italeri brings reality to life.

Vosper MTB-77
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◄ The kit contains a Photographic Reference Manual. It is a history of Vosper Motor Torpedo Boats, with photos and technical details.

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